

AIRLINE SIMULATOR 2TM

AIRPORT AND APPROACH CHARTS



Authorised Aerad Chart Reproductions

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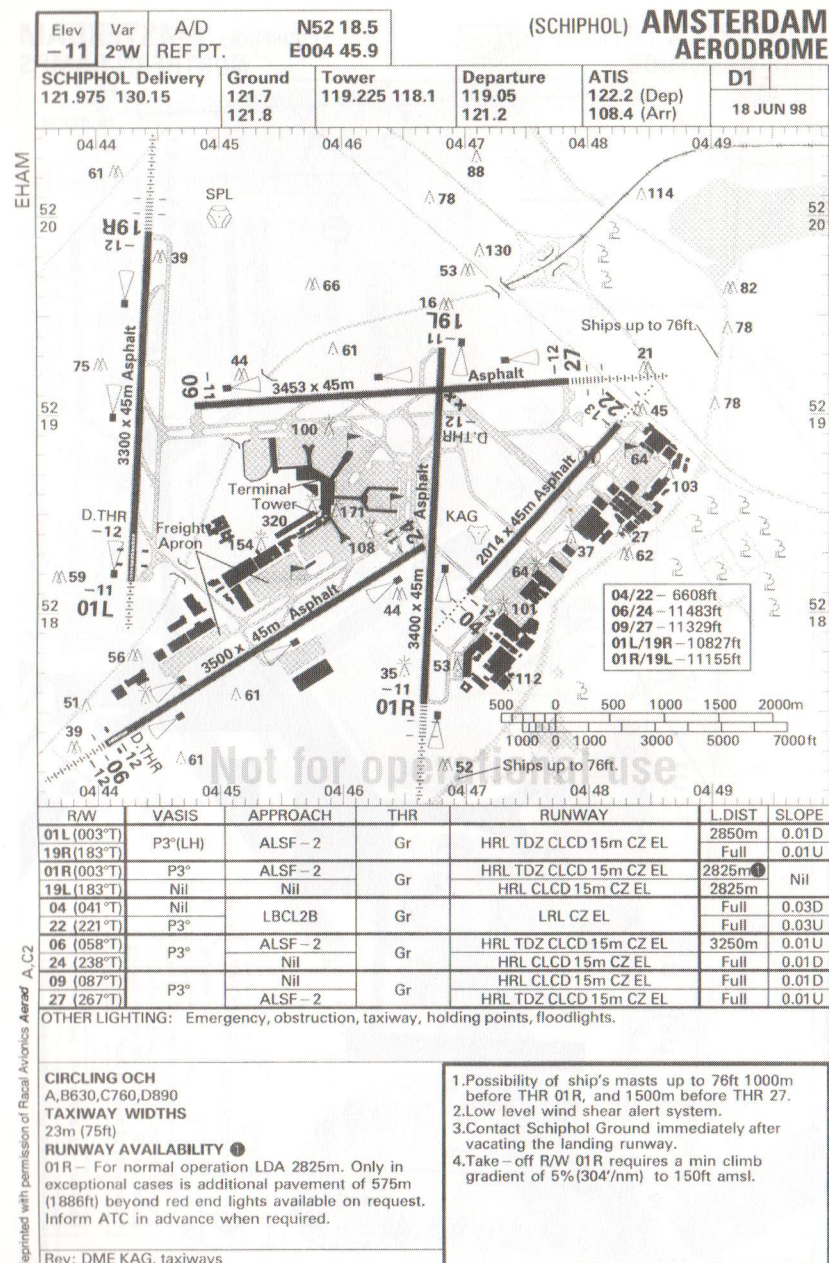
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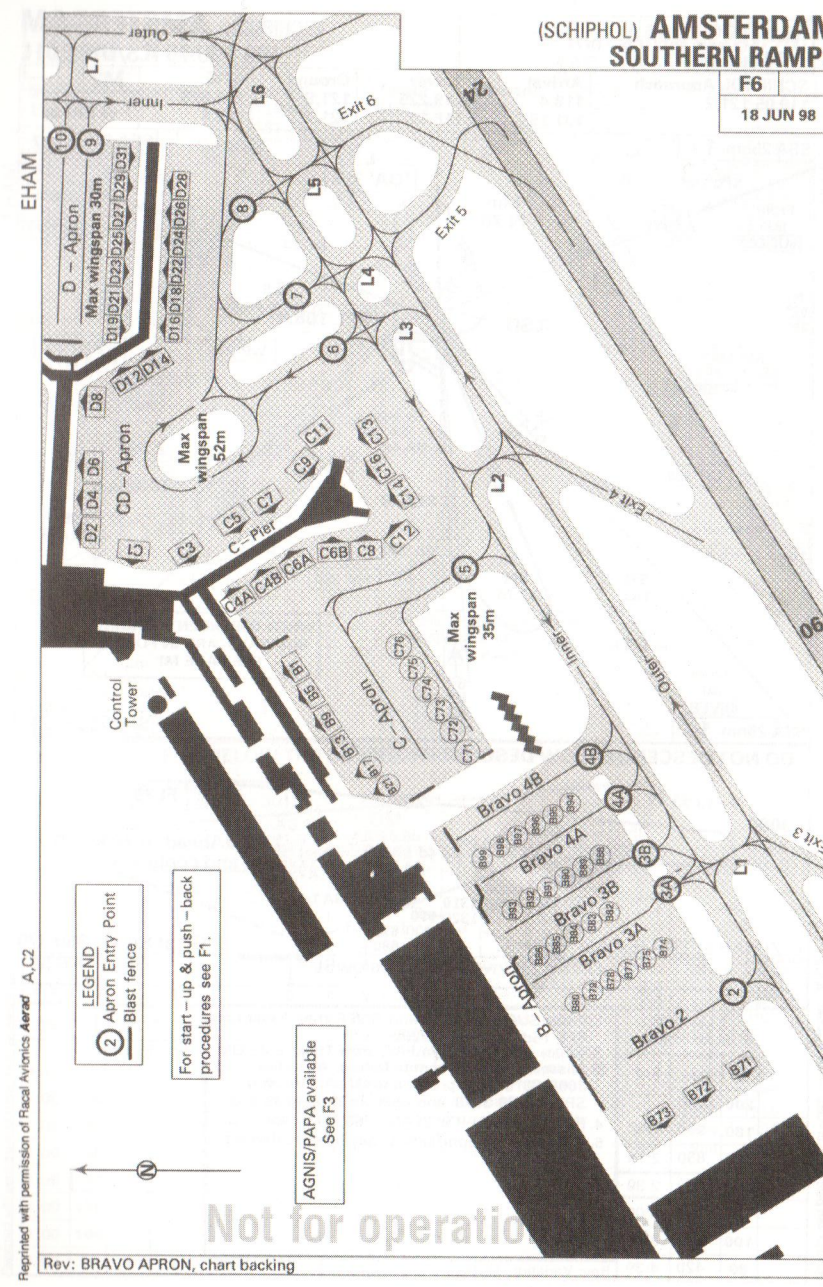
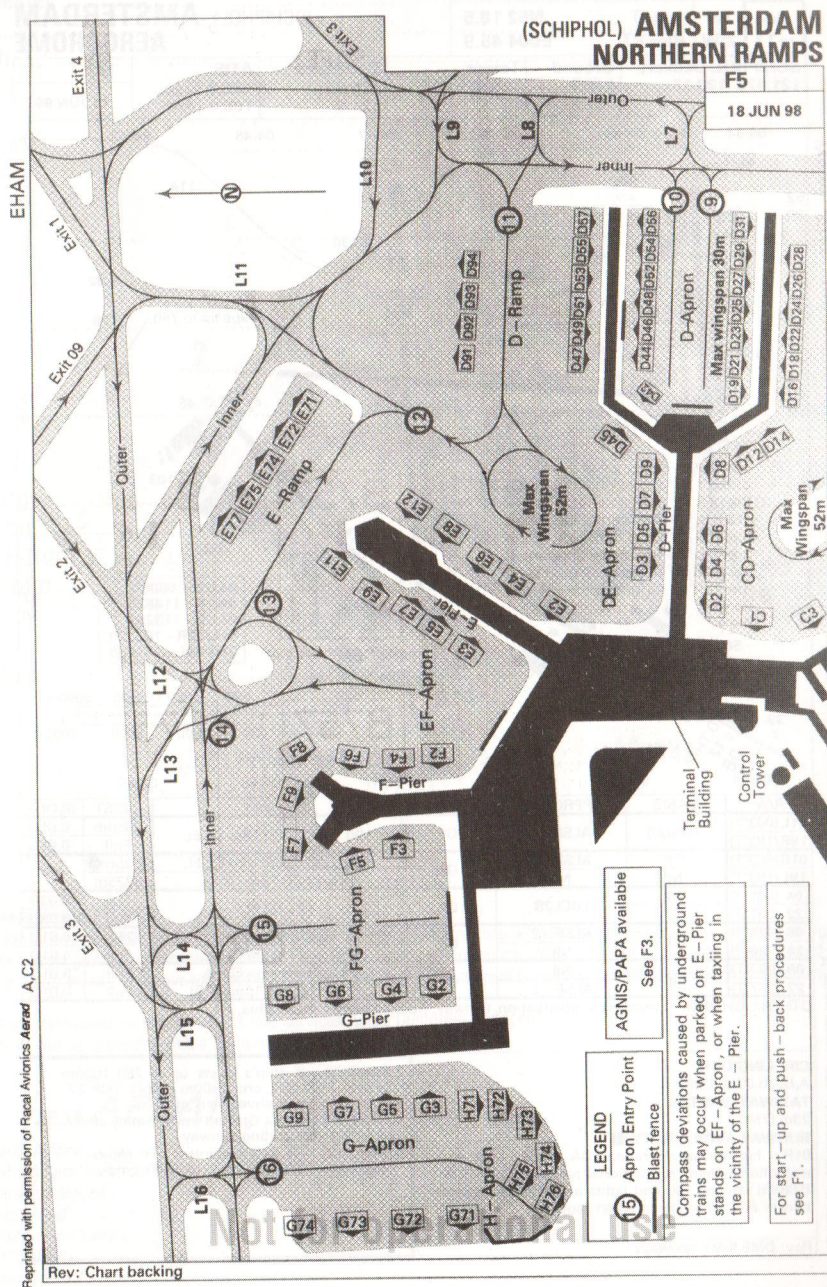
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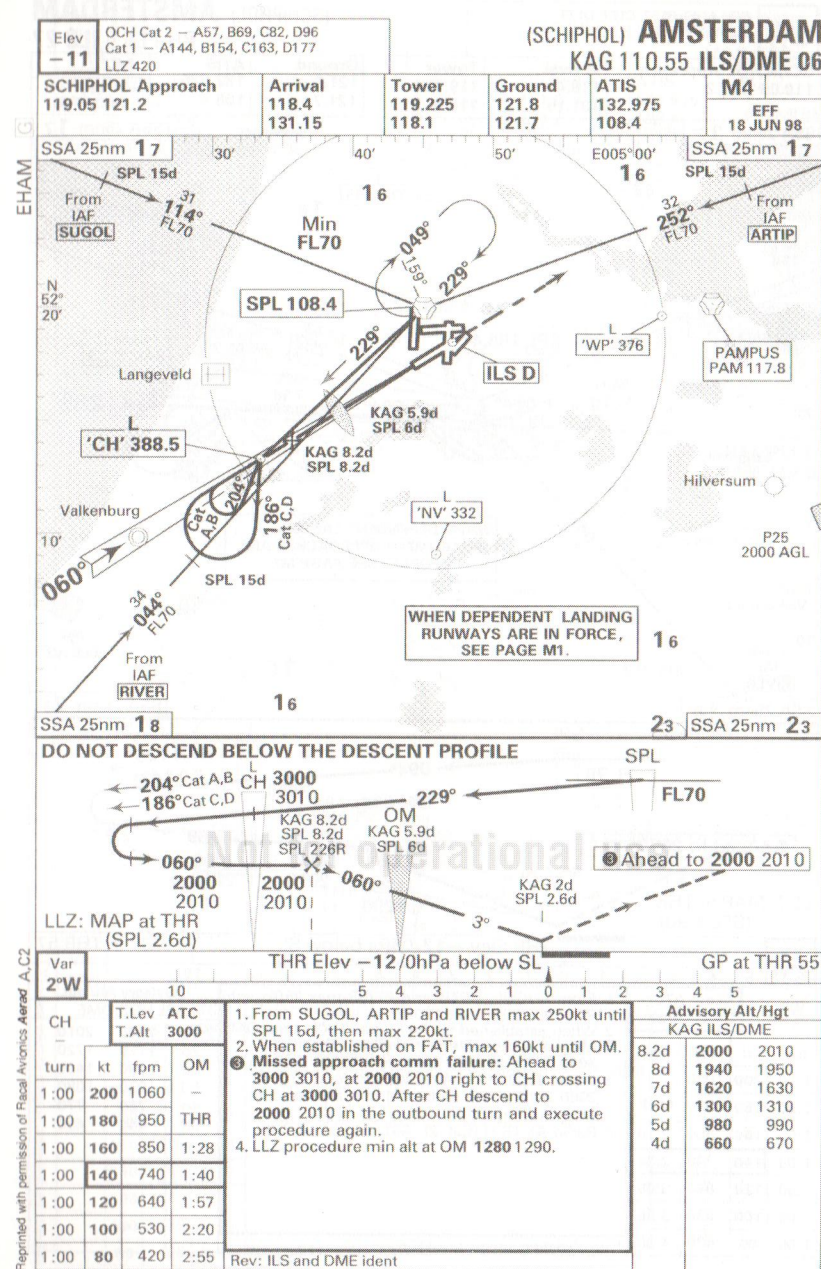
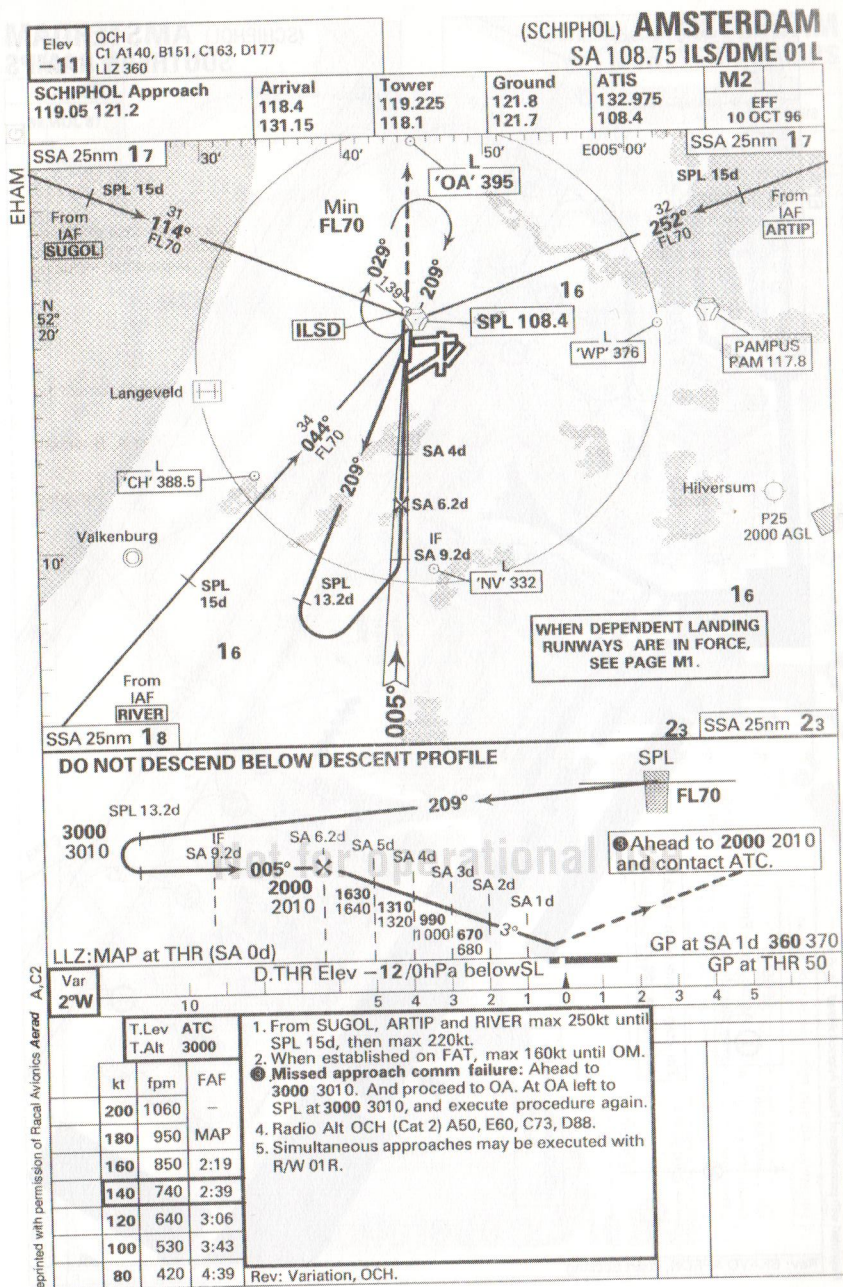
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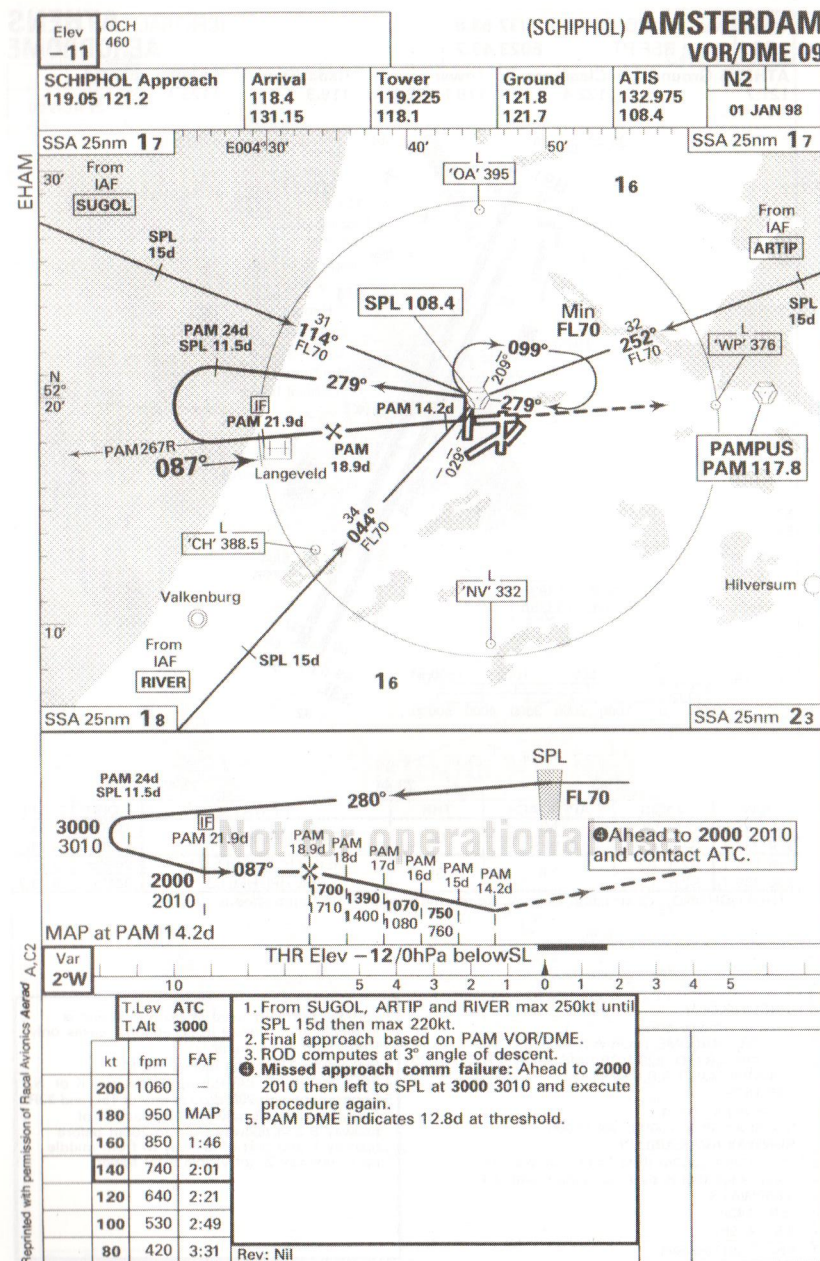
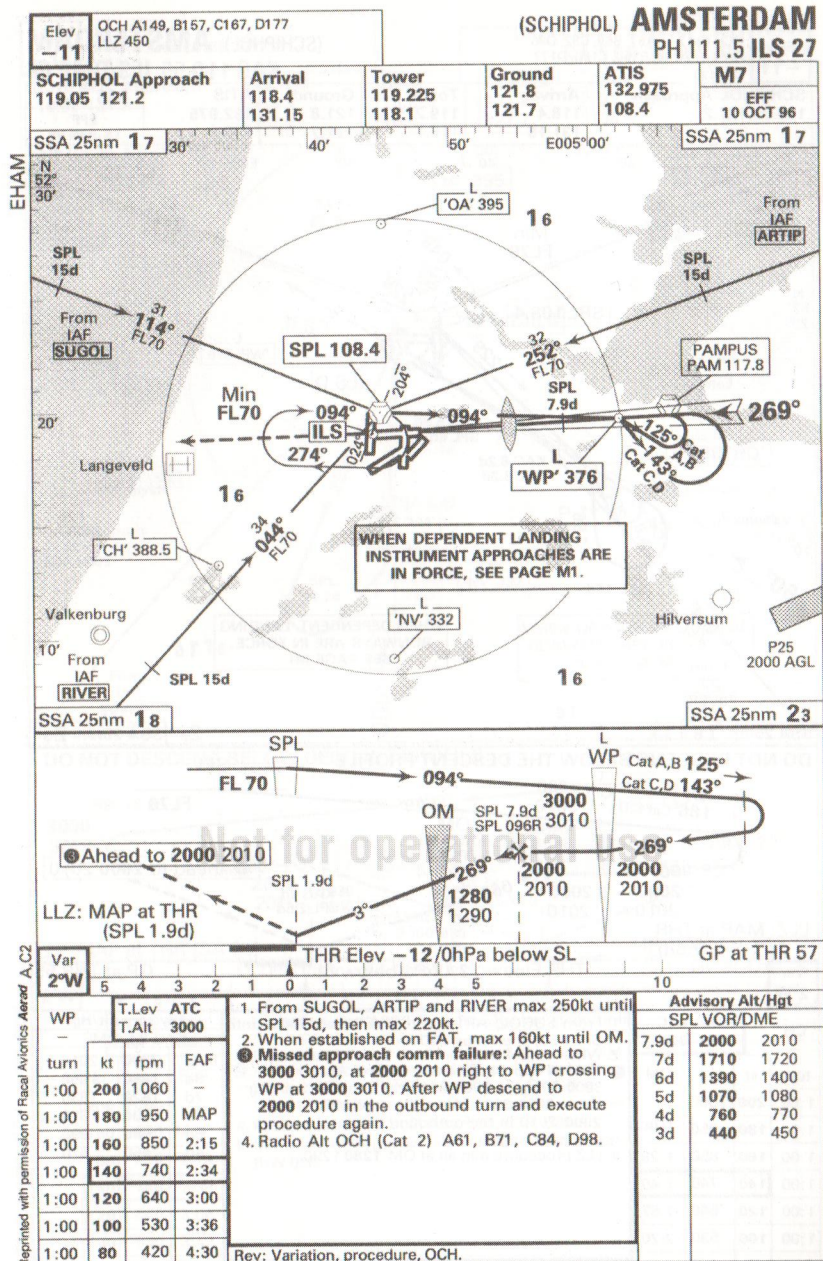
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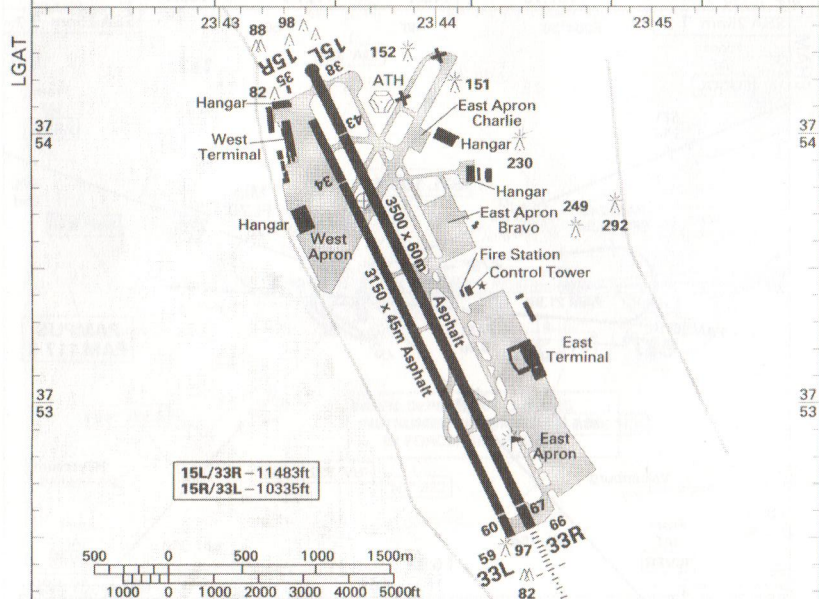






(CENTRAL) **ATHENS
AERODROME**

Elev **68** Var **2°E** A/D REF PT. **N37 53.8**
ATHENS Ground **121.7** Clearance **122.4** Tower **118.1 122.1** Radar(Dep) **118.3** ATIS **123.4** **D1**
22 AUG 96



15L/33R - 11483ft
15R/33L - 10335ft

R/W	VASIS	APPROACH	THR	RUNWAY	L.DIST	SLOPE
15L (155°T)	S2.8° L3.3°	Nil	Gr	REIL HRL HEL CZ	2980m	0.24U
33R (335°T)	S2.8° L3°	ALSF-1	Gr	REIL (LH) HRL HEL CZ	3350m	0.24D
15R (155°T)	A2.8° A3°	Nil	Gr	REIL HRL HEL CZ	2690m	0.23U
33L (335°T)	S2.8° L3°	Nil	Gr	REIL HRL HEL CZ	3010m	0.23D

OTHER LIGHTING: Obstruction, taxiway, aerodrome beacon Wh/Gr, apron floods.

CIRCLING OCH

West of runway only.
ILS 33R, VOR/DME 15L/R A,B 822 C,D 932.
LLZ 33R A,B,C,D 823 VOR/DME 33L/R A,B,C,D 1032.
NDB/DME 33L/R A,B,C,D 1132.

CIRCUITS

15L/R Right - hand.
Circuit alt: Prop 1000ft, Jet 1500ft.

RUNWAY AVAILABILITY

15L - TORA 3350m (first 150m not available).
Long range flights by arrangement with ATC.

STOPWAYS

15R - 140m.
33L - 455m.

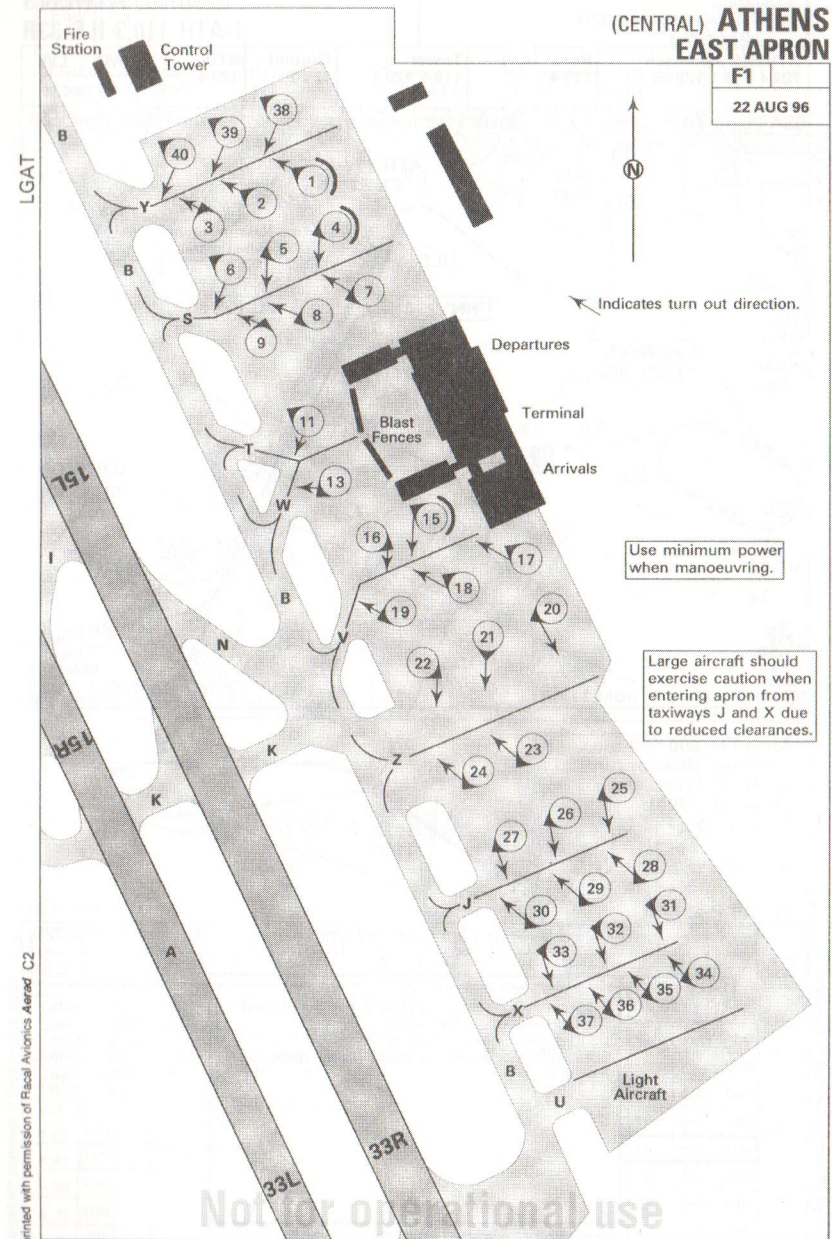
Rev: Chart redrawn.

1. 15R/33L normally used as taxiway A and is available as a runway in exceptional cases only.
2. First 150m of 15L unlit.
3. Run up for 15L to be facing 340°M.
4. Prop aircraft for 33R run up on taxiway K or N.
5. Escarpment with 20ft drop at end of 15L and 33R.
6. Part of taxiway B between intersection of taxiway B and taxiway C up to 200m before taxiway E and part of taxiway M from middle up to taxiway B not visible from tower.

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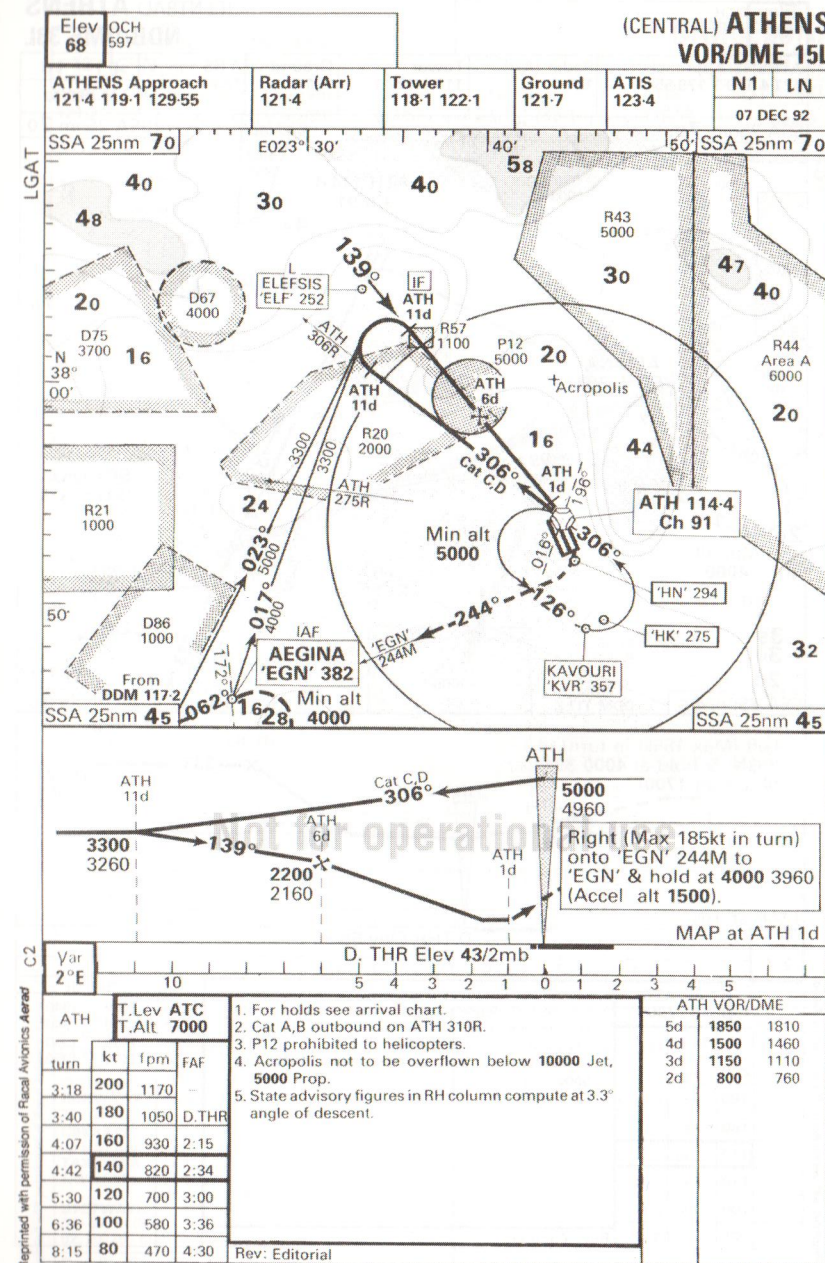
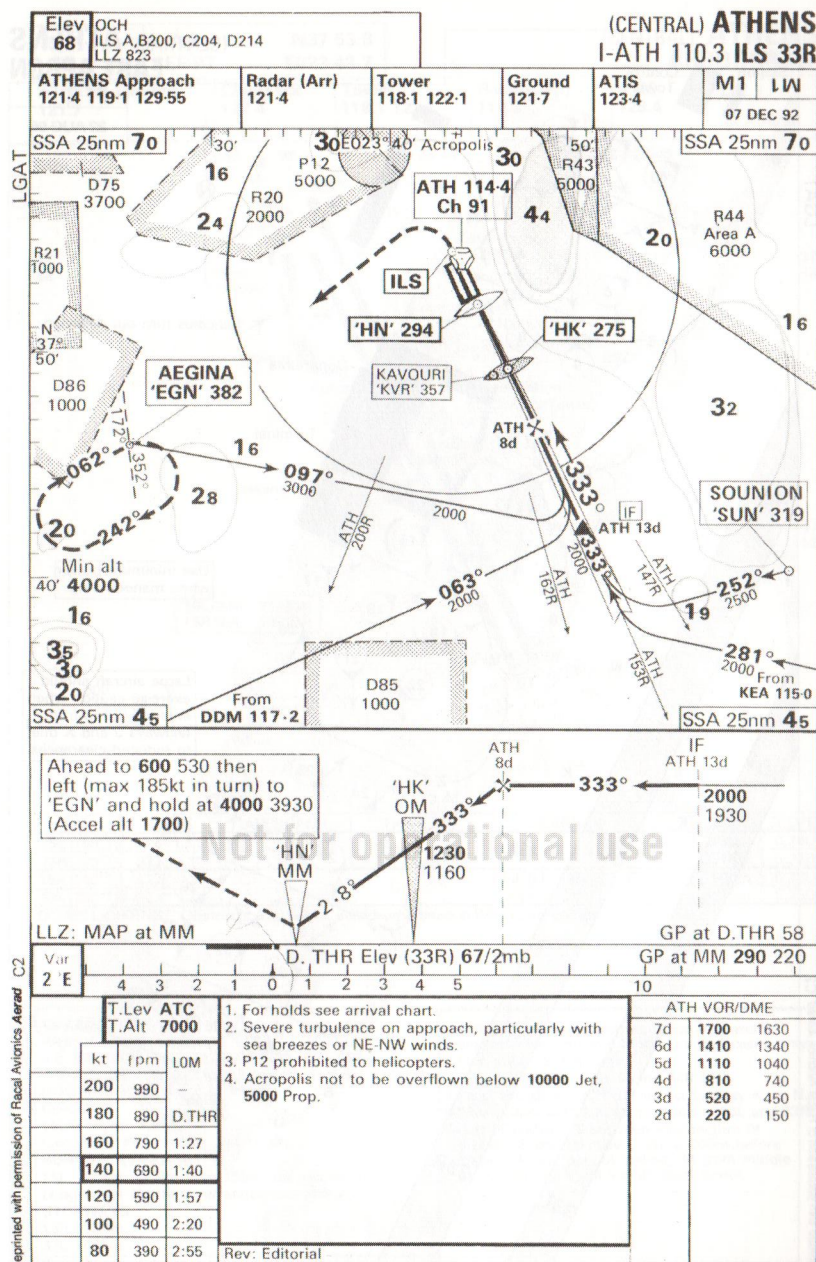
(CENTRAL) **ATHENS
EAST APRON**

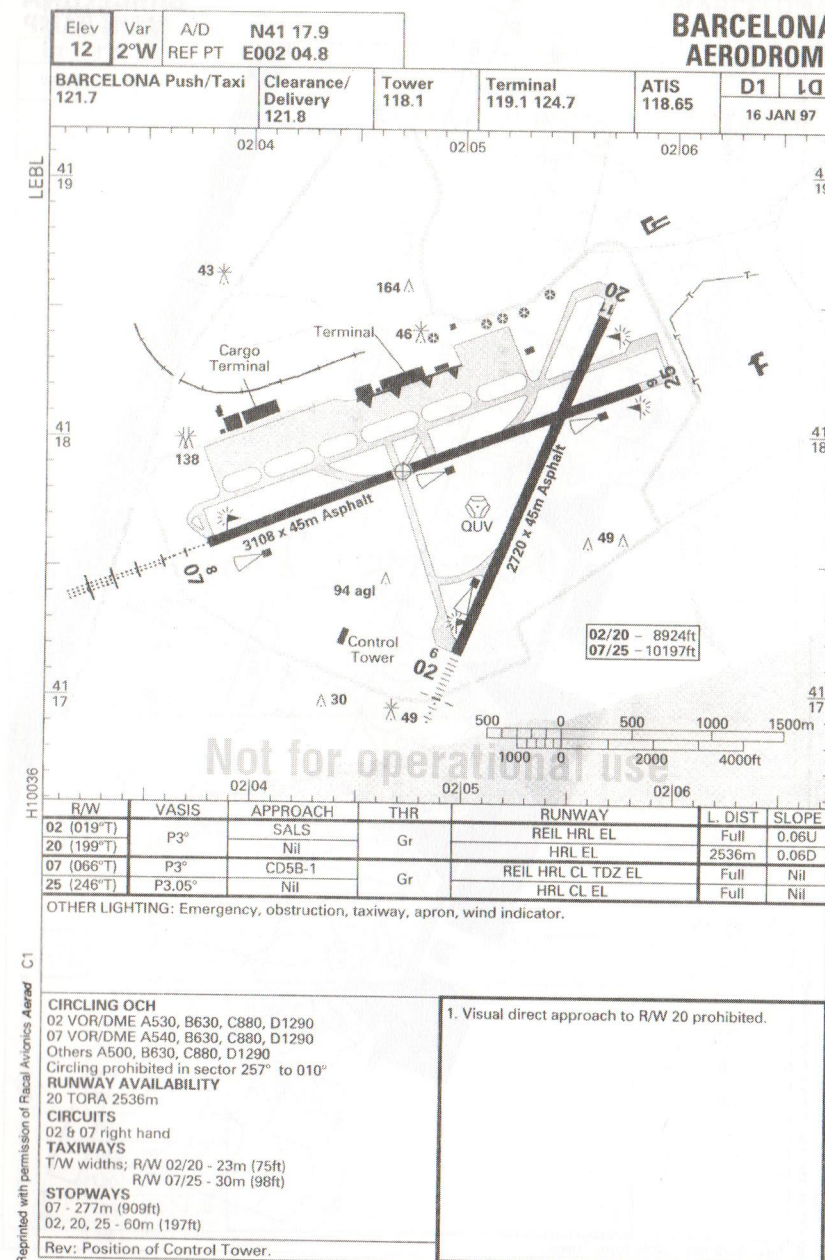
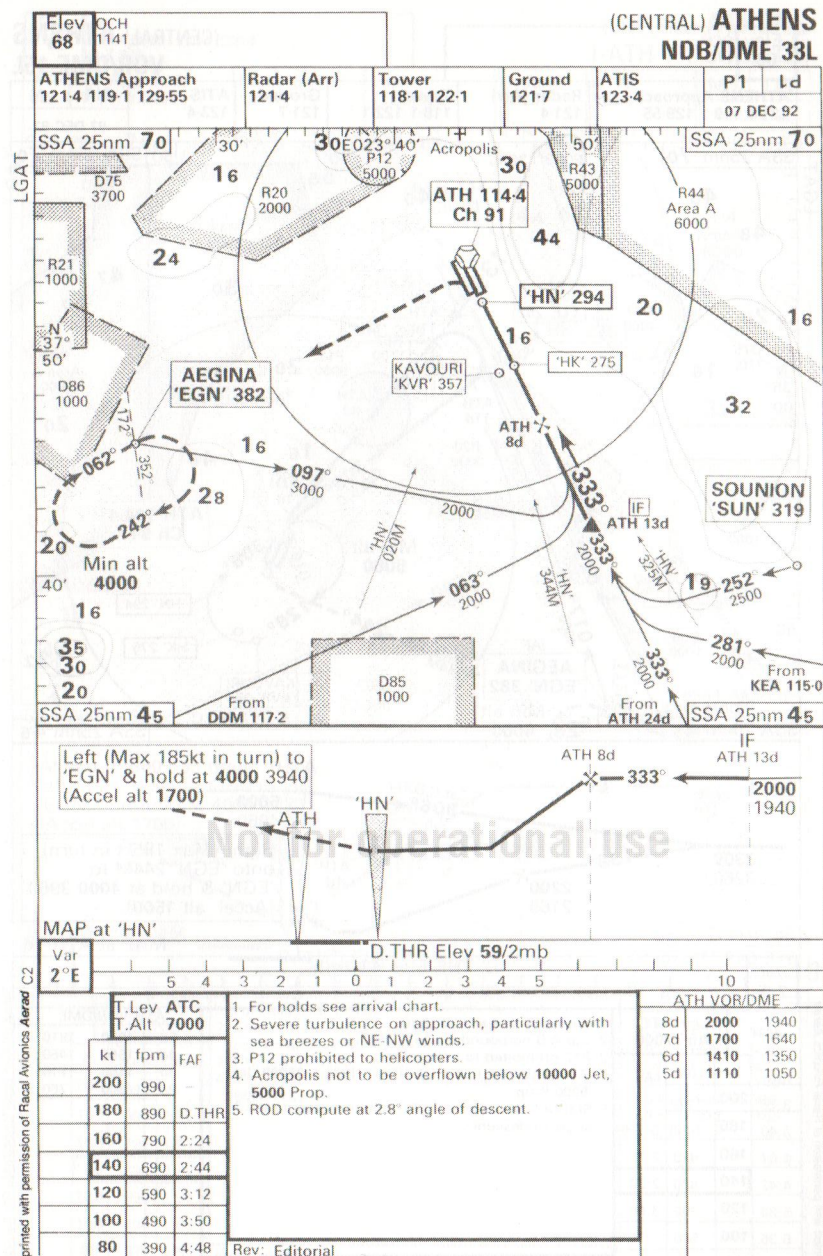
F1
22 AUG 96

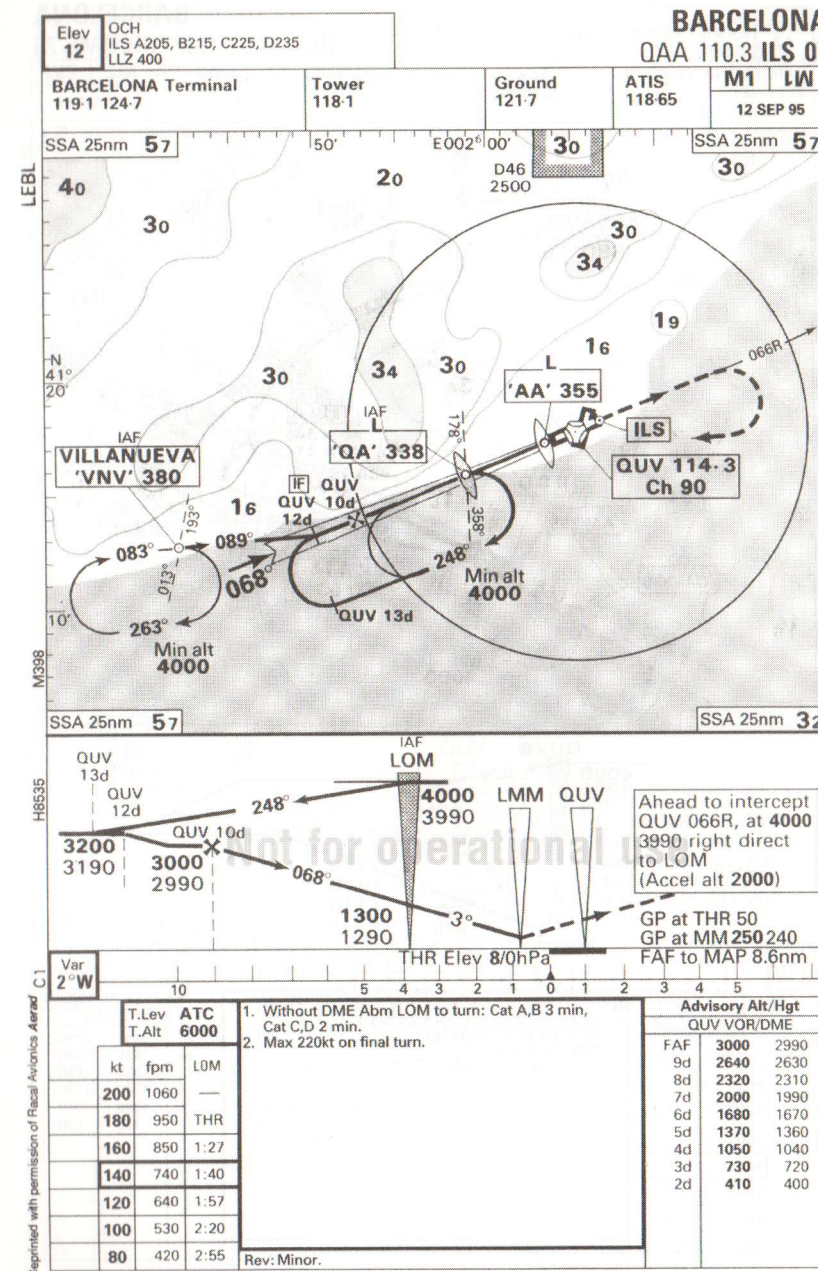
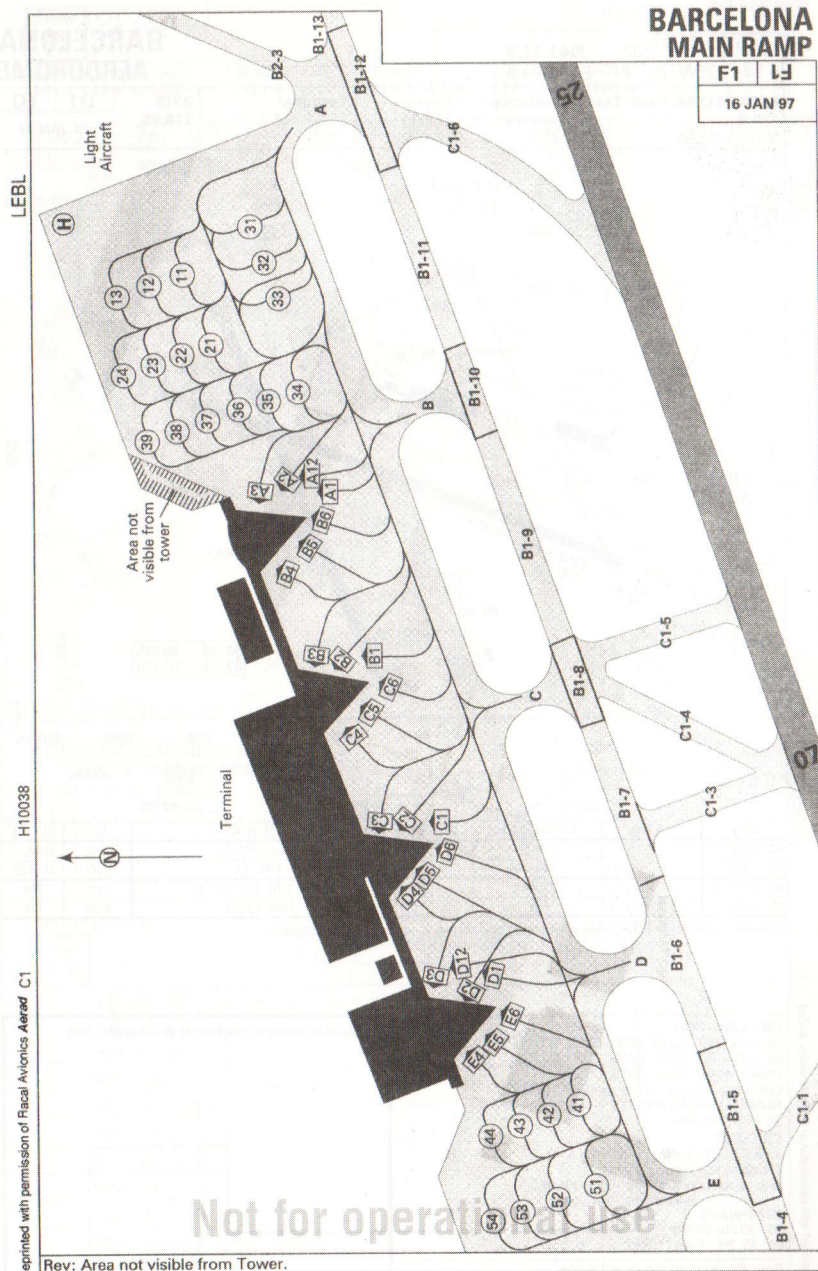


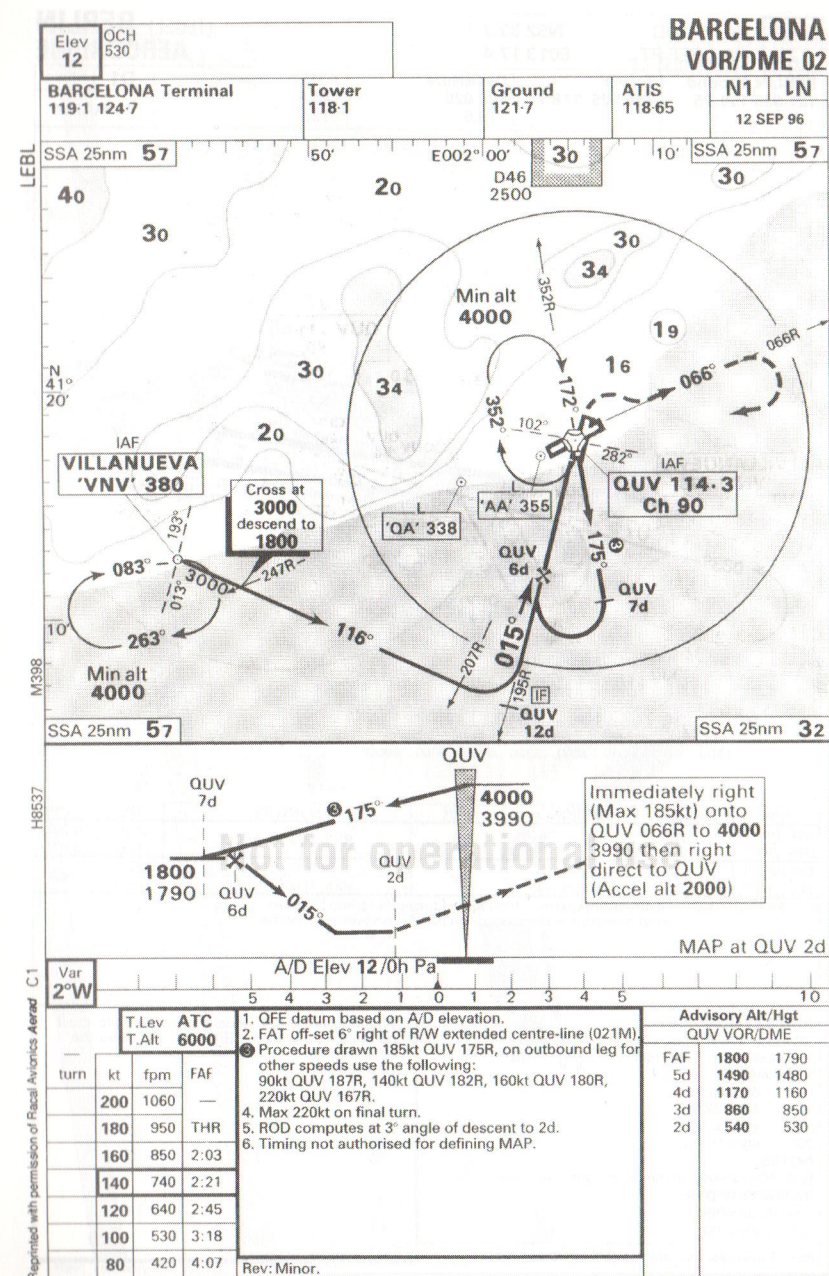
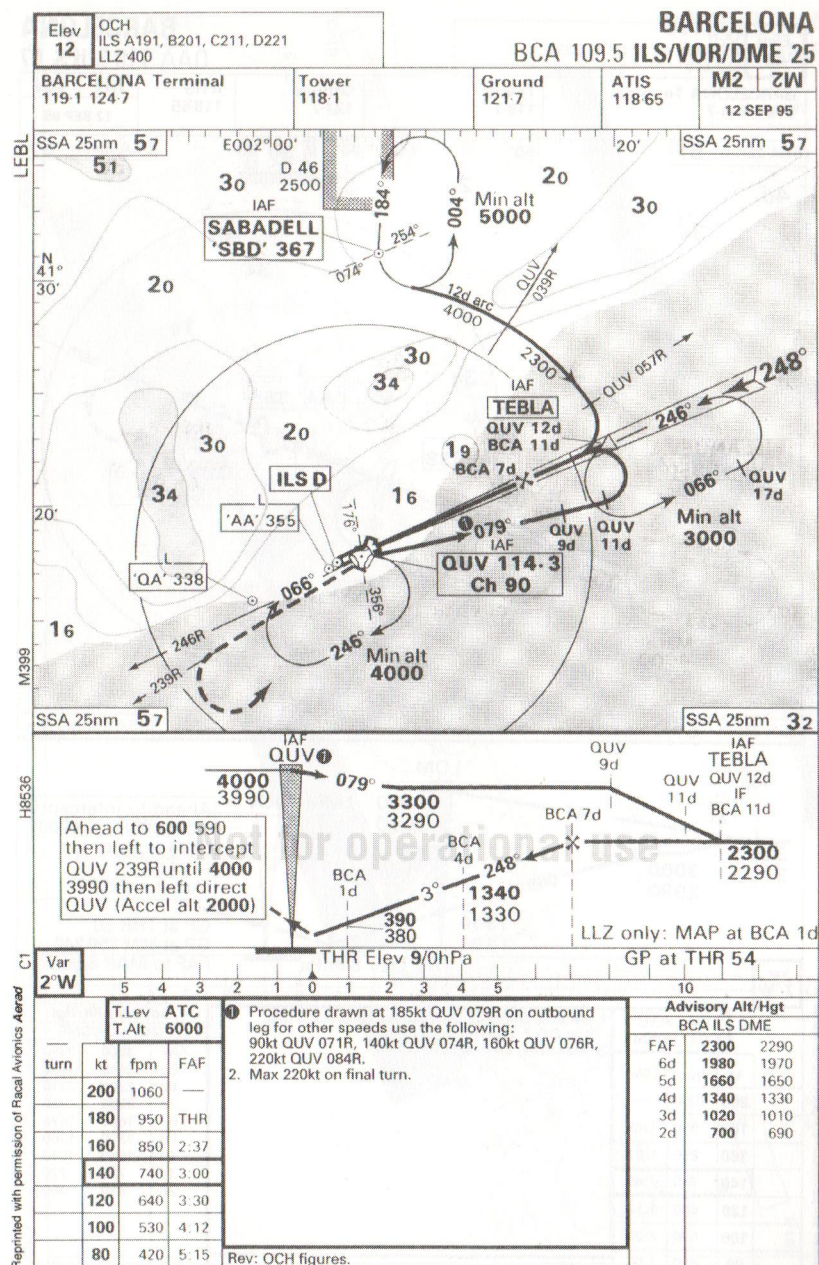
Rev: Chart redrawn.

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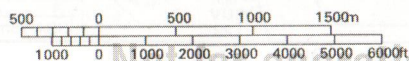
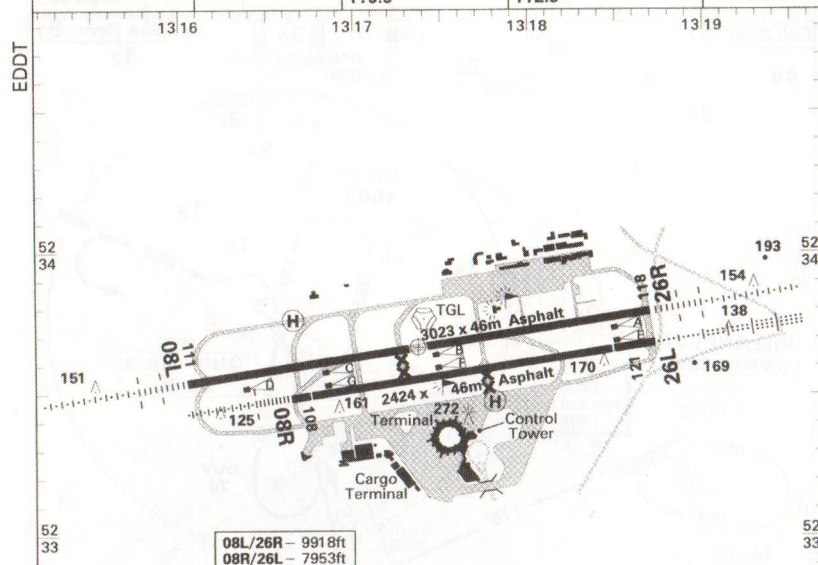






Elev	Var	A/D	N52 33.7
121	1°E	REF PT.	E013 17.4

BERLIN Ground	Tower	Departure	ATIS	D1
121.925 121.75	124.525 118.7	120.625 119.5	125.9 112.3	14 AUG 97



1316		1317		1318		1319	
R/W	VASIS	APPROACH	THR	RUNWAY		L.DIST	SLOPE
08L (081°T)	P3*	ALSF – 2	Gr	REIL TDZ RL CLCD		Full	0.070%
26R (261°T)						Full	0.070%
08R (081°T)	P3*	ALSF – 1 CD5B – 2	Gr	REIL RL CLCD REIL TDZ RL CLCD		2322m	N/A
26L (261°T)						2151m	

OTHER LIGHTING: Obstruction, taxiway, high speed turn offs (green LI centre – line), wind direction indicators, apron floods, aerodrome beacon.

RUNWAY SURFACES

08R first 396m Concrete
26L first 198m Concrete

STOPWAYS

08L - 69m(226ft)
26R - 68m(223ft)
08R - 68m(223ft)
26L - 48m(157ft)

NOTES

R/W 26R landing distance includes stopway

TAXIWAY WIDTH

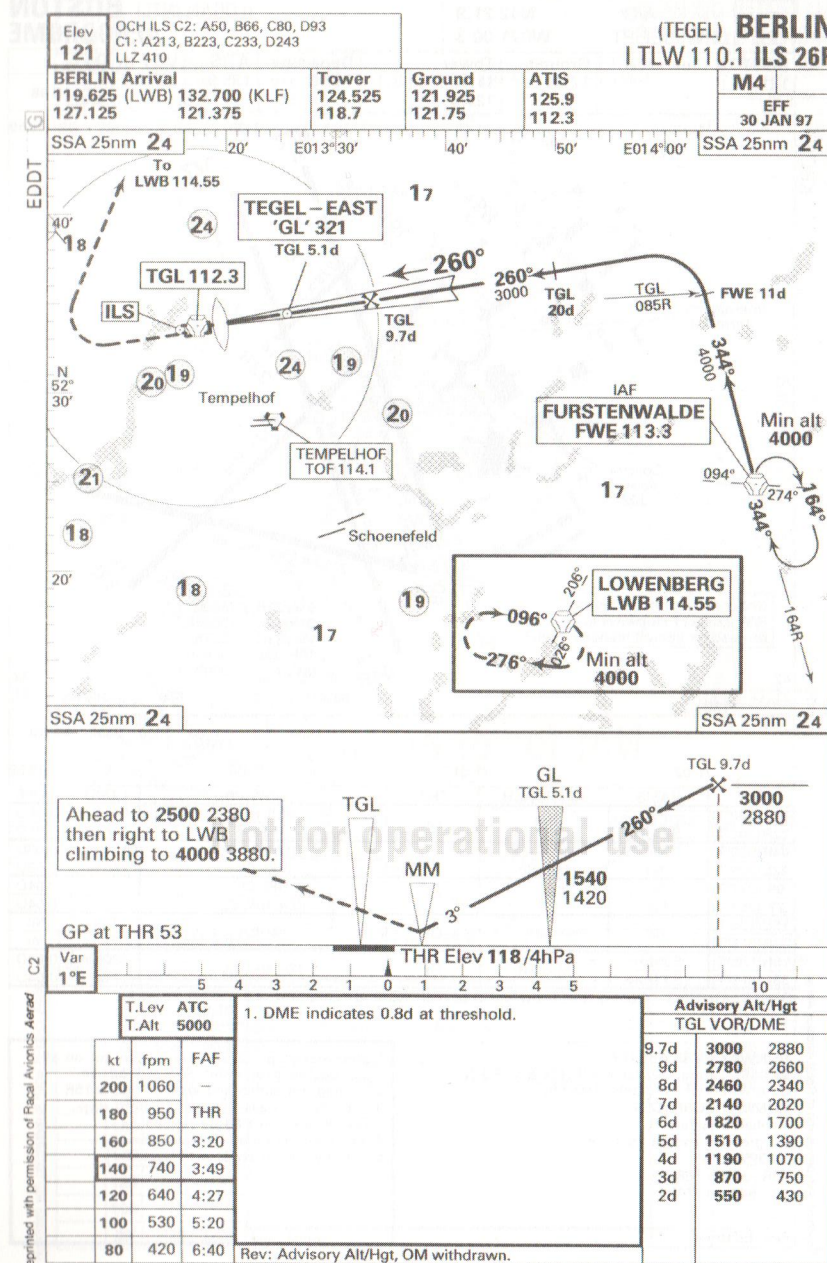
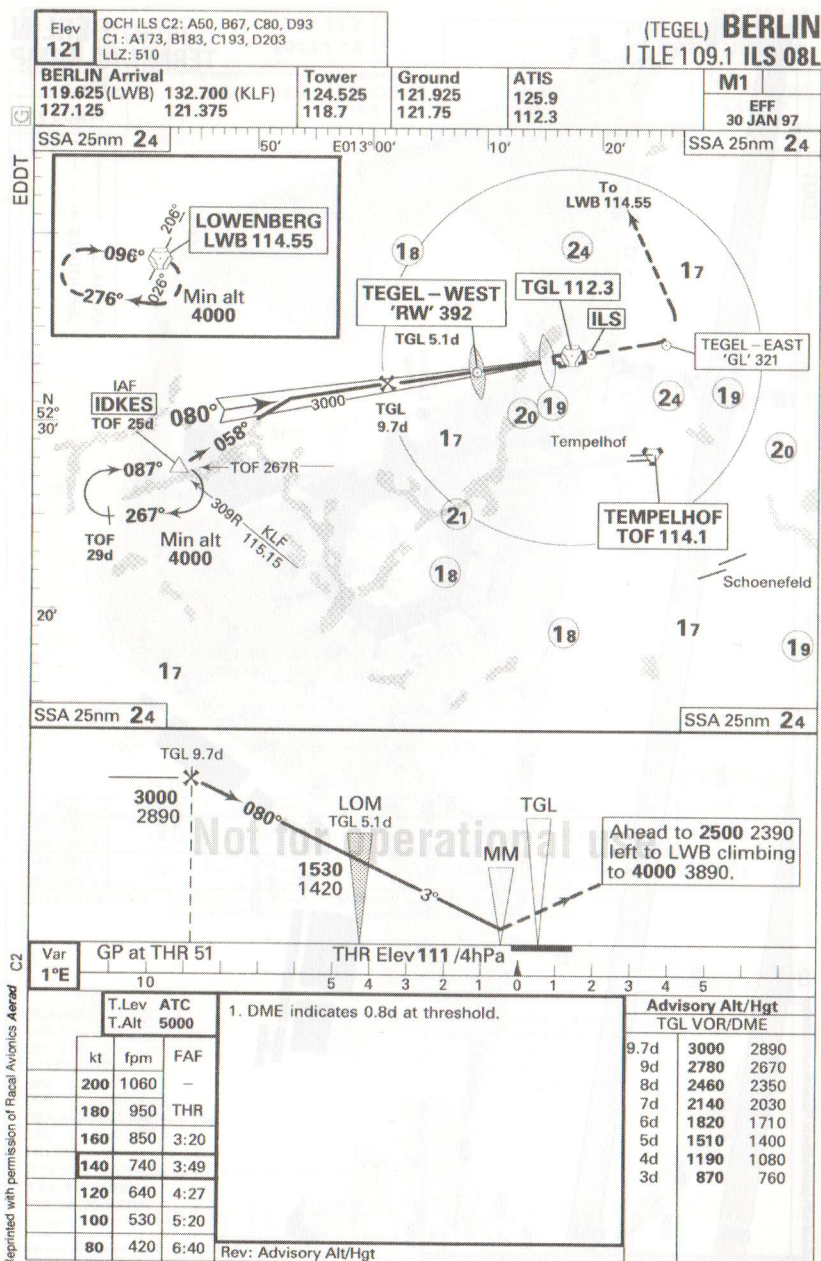
TM, TN 30m(98ft)
Others 23m(75ft)

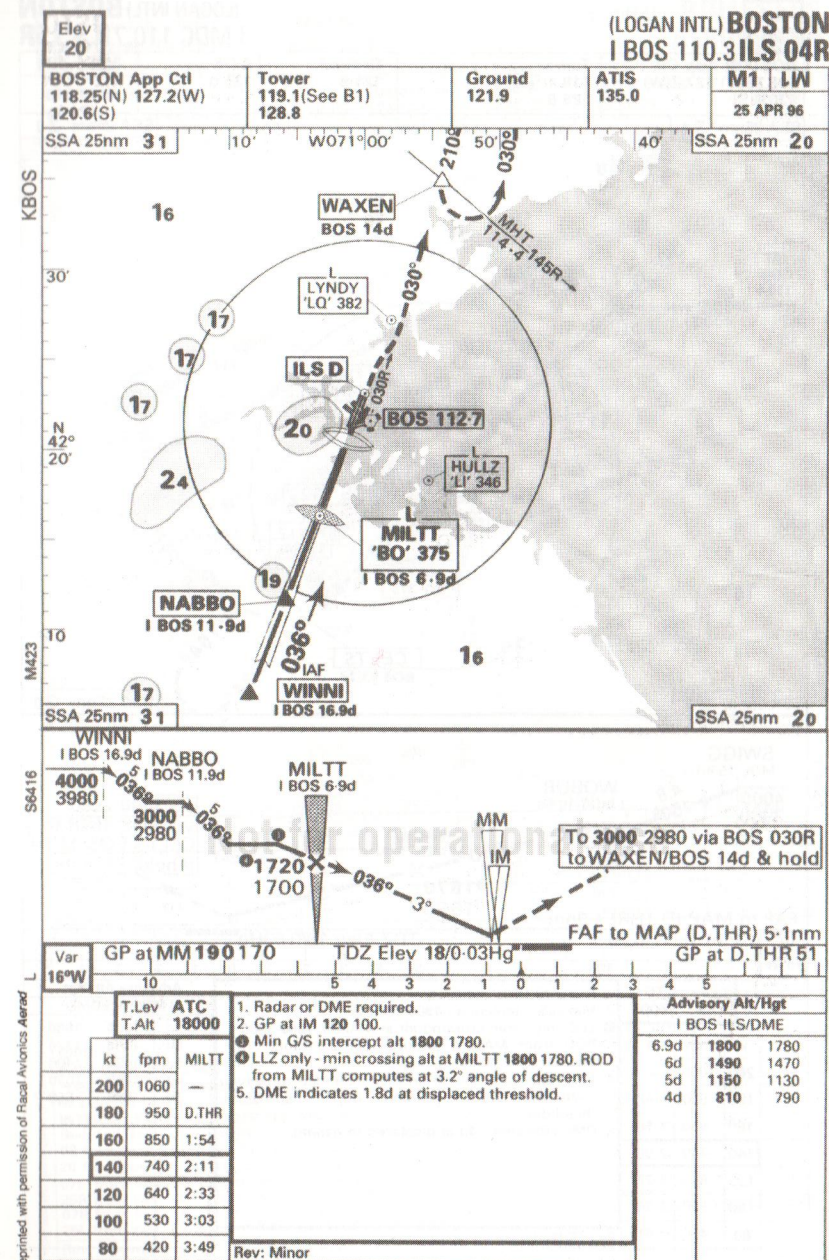
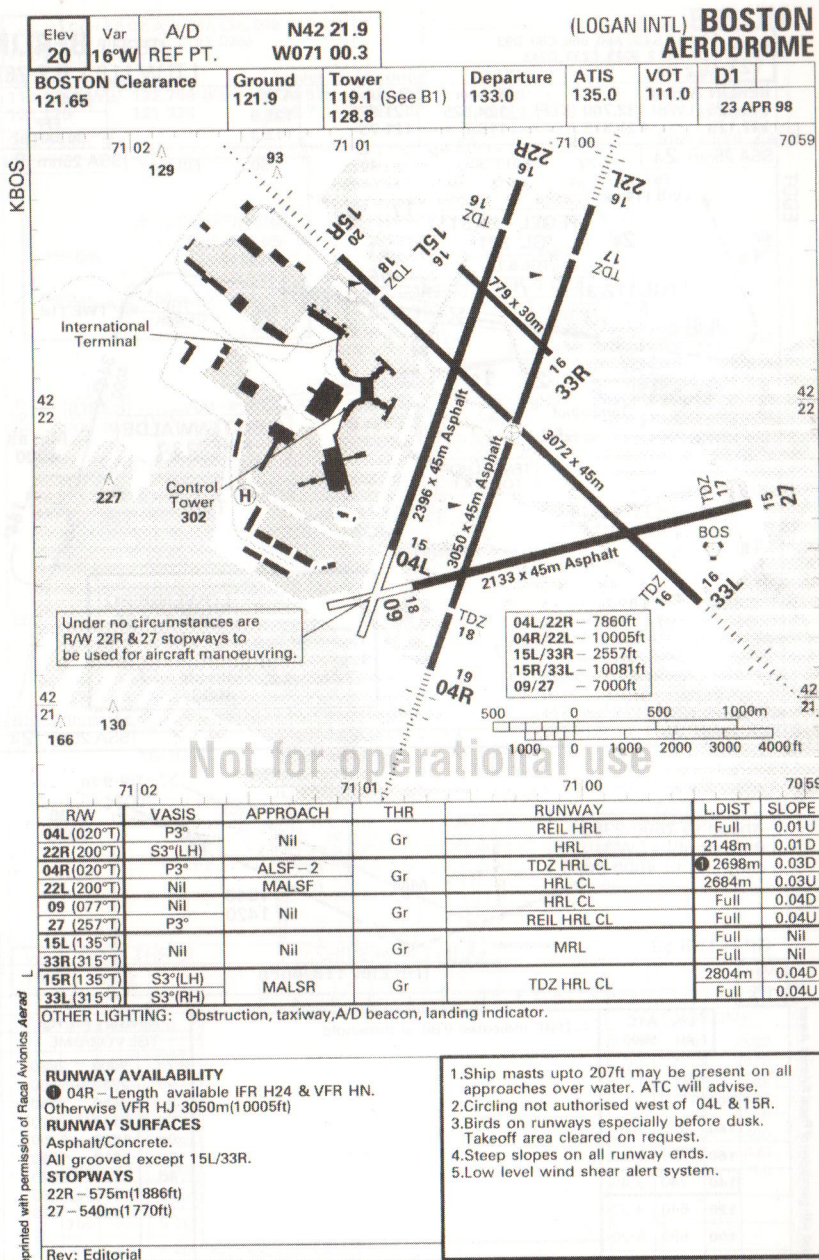
Rev: Taxiways, heli points, RVR sites, editorial.

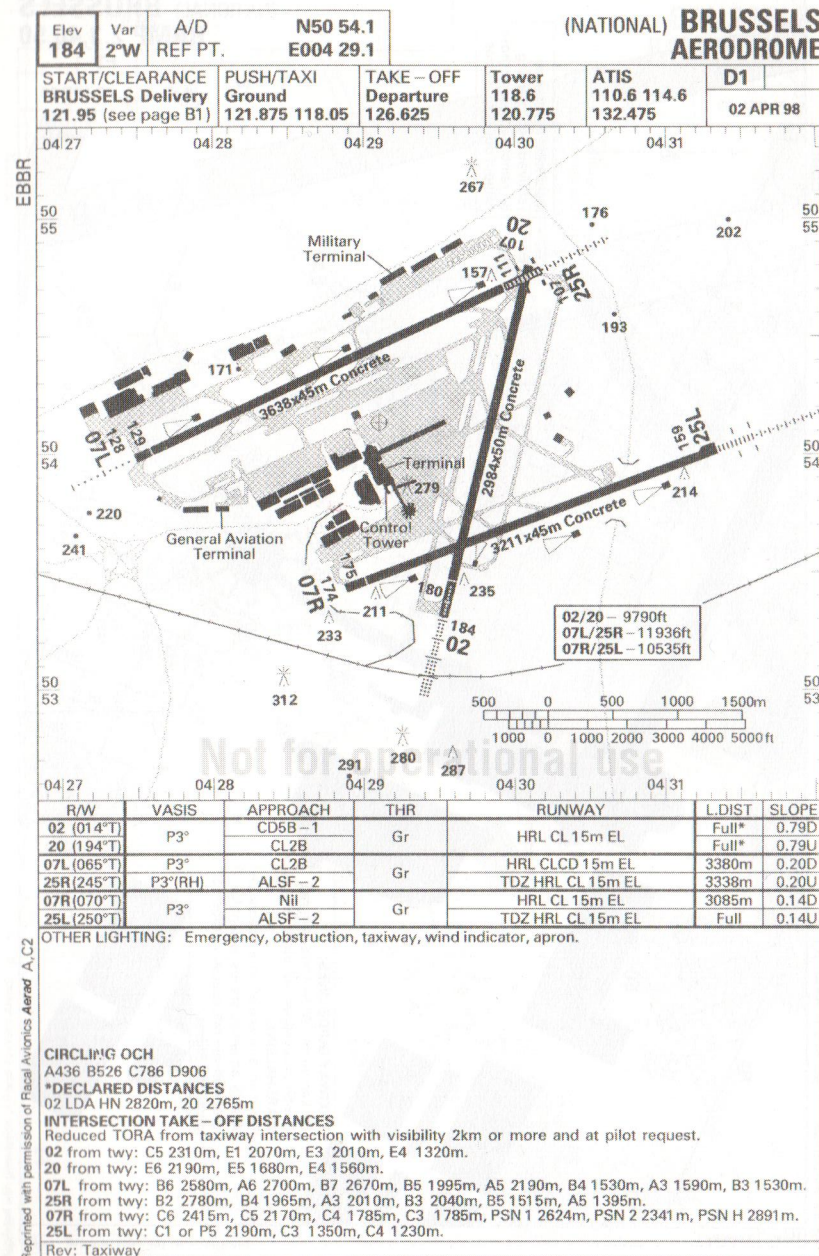
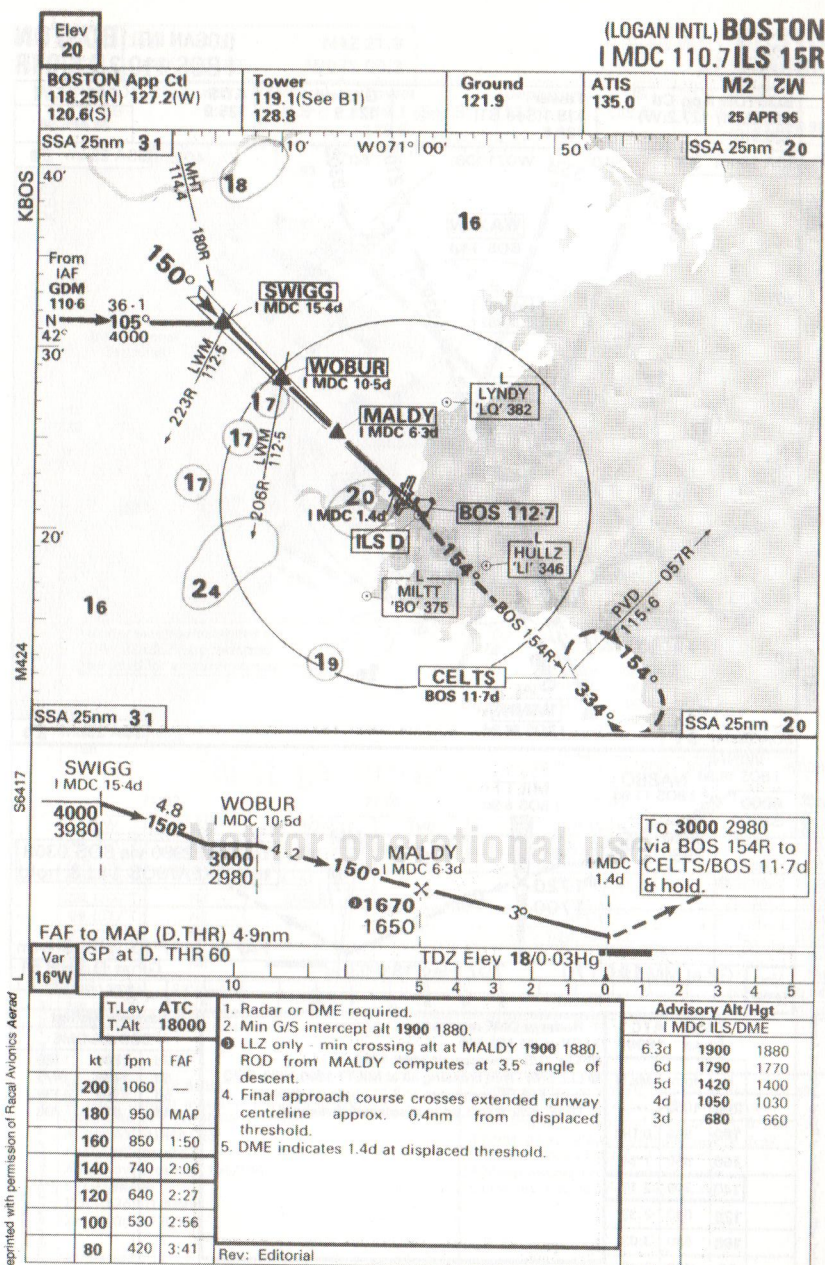
1. When carrying out visual approaches a/c must be lined-up with the R/W not later than the outer marker.
2. Bird hazard.

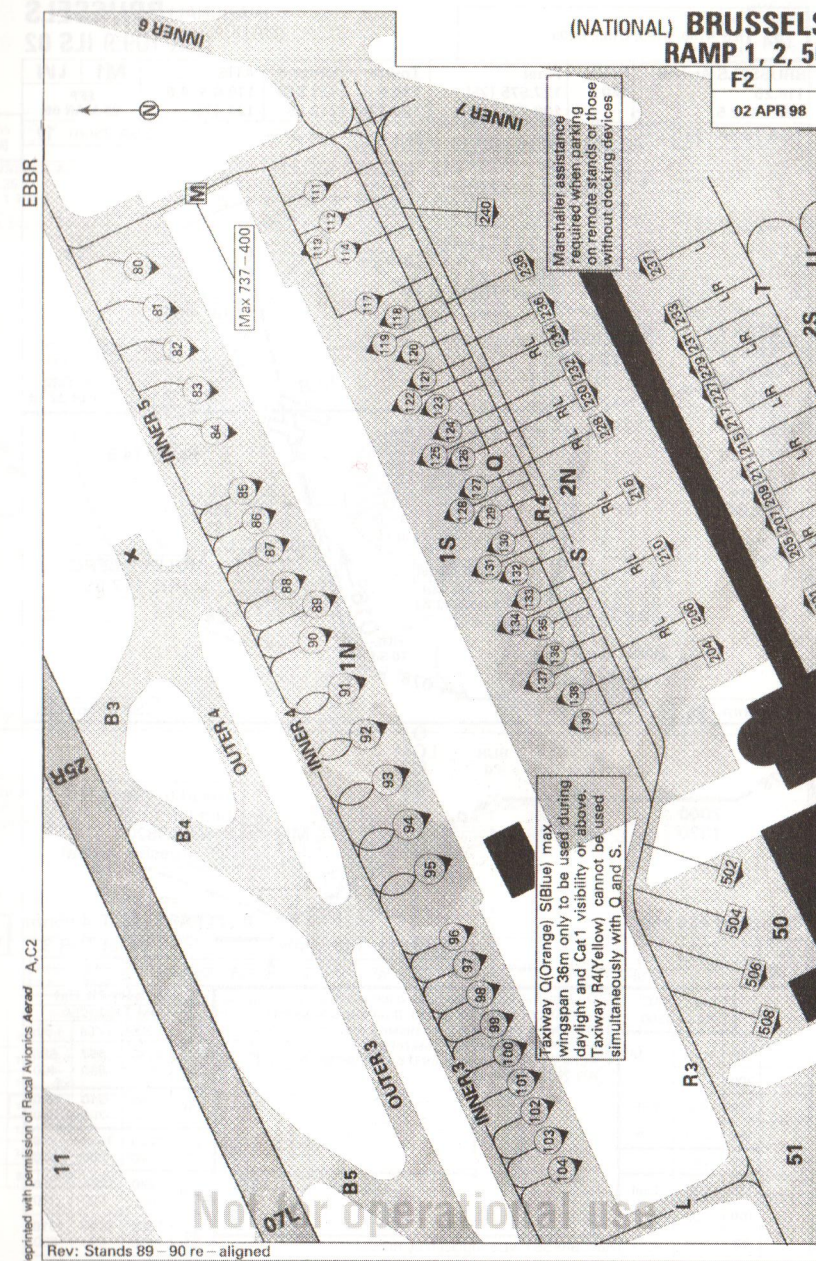
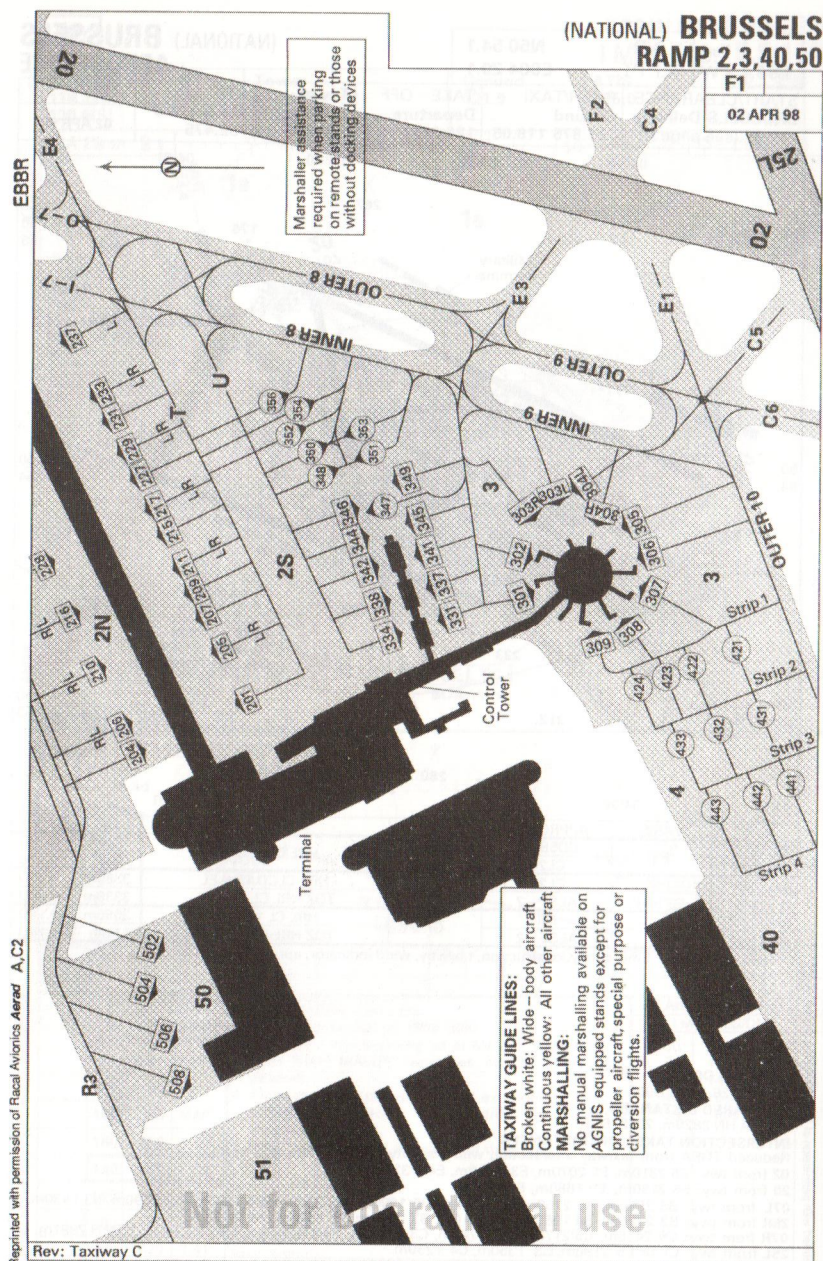
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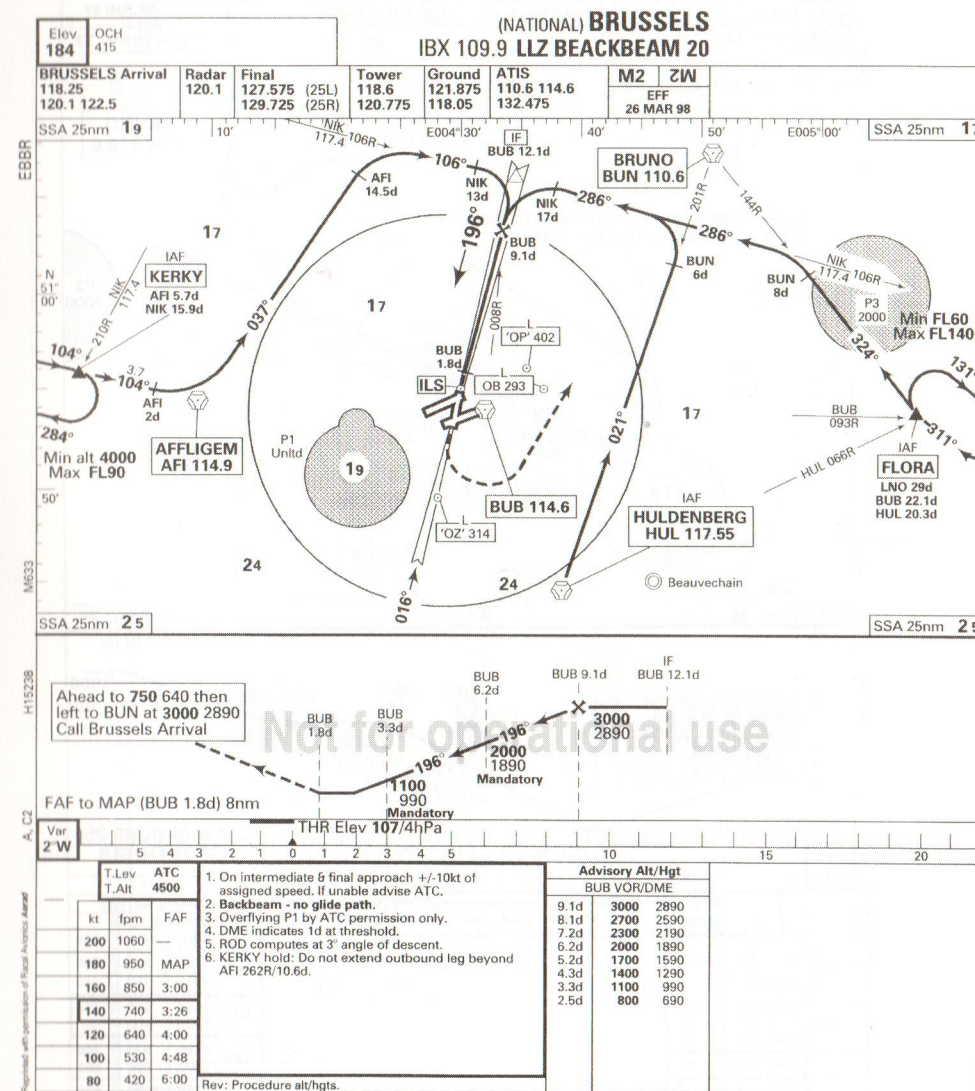
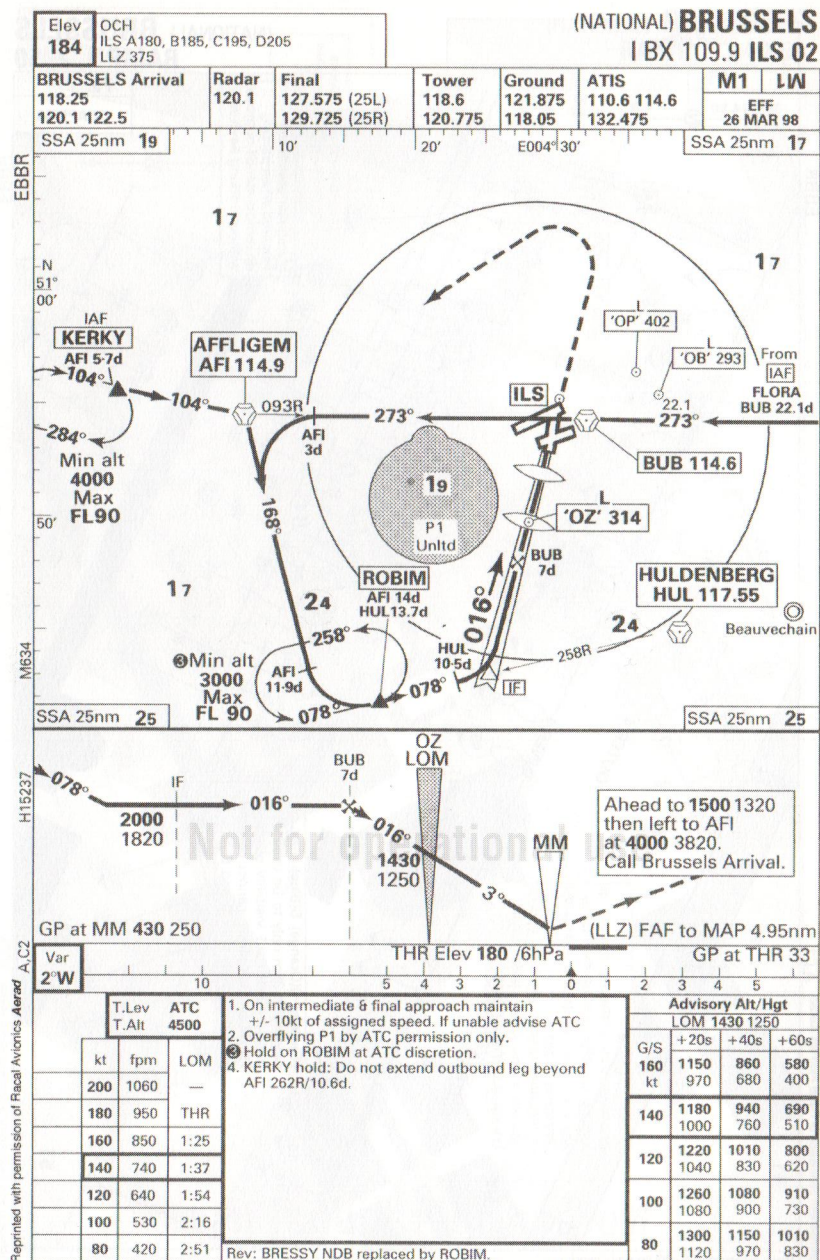
Rev: Taxiways, buildings, stands 20A, 40.

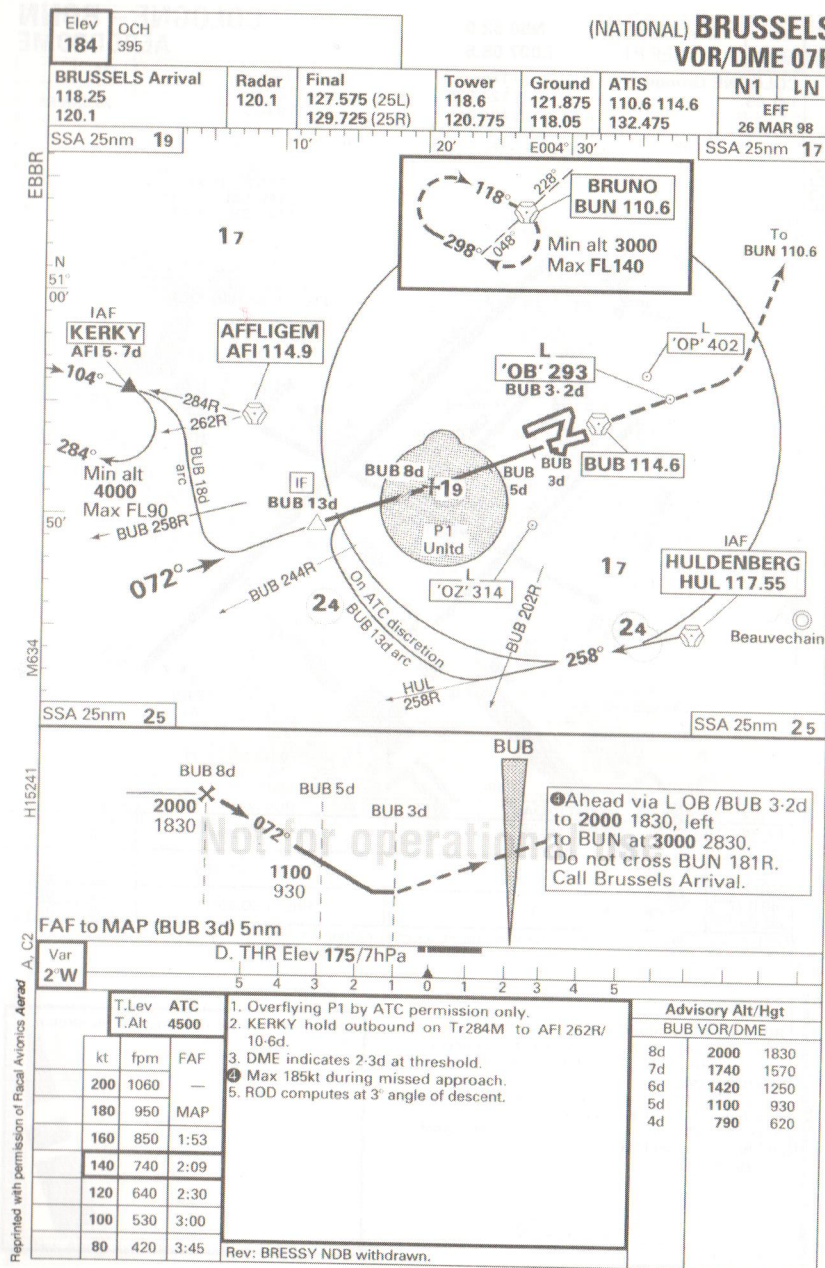
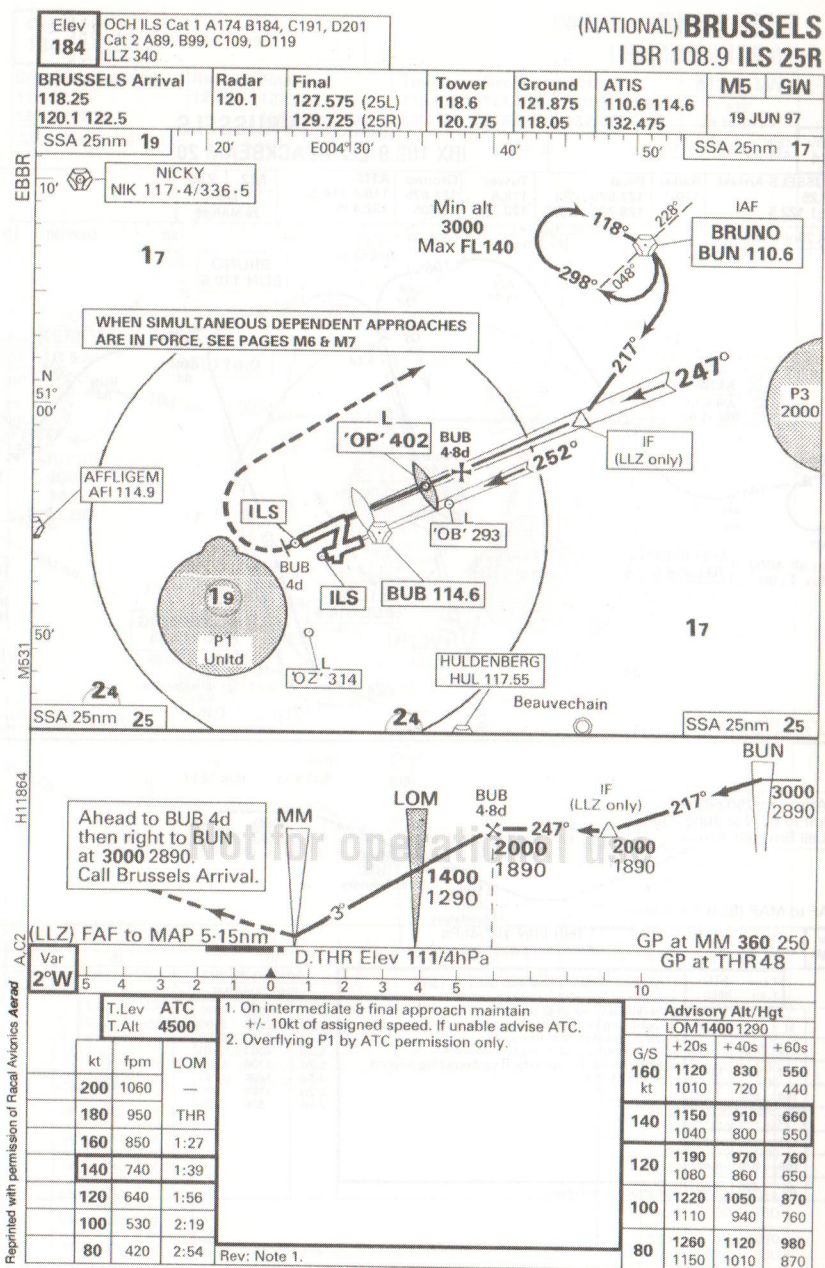


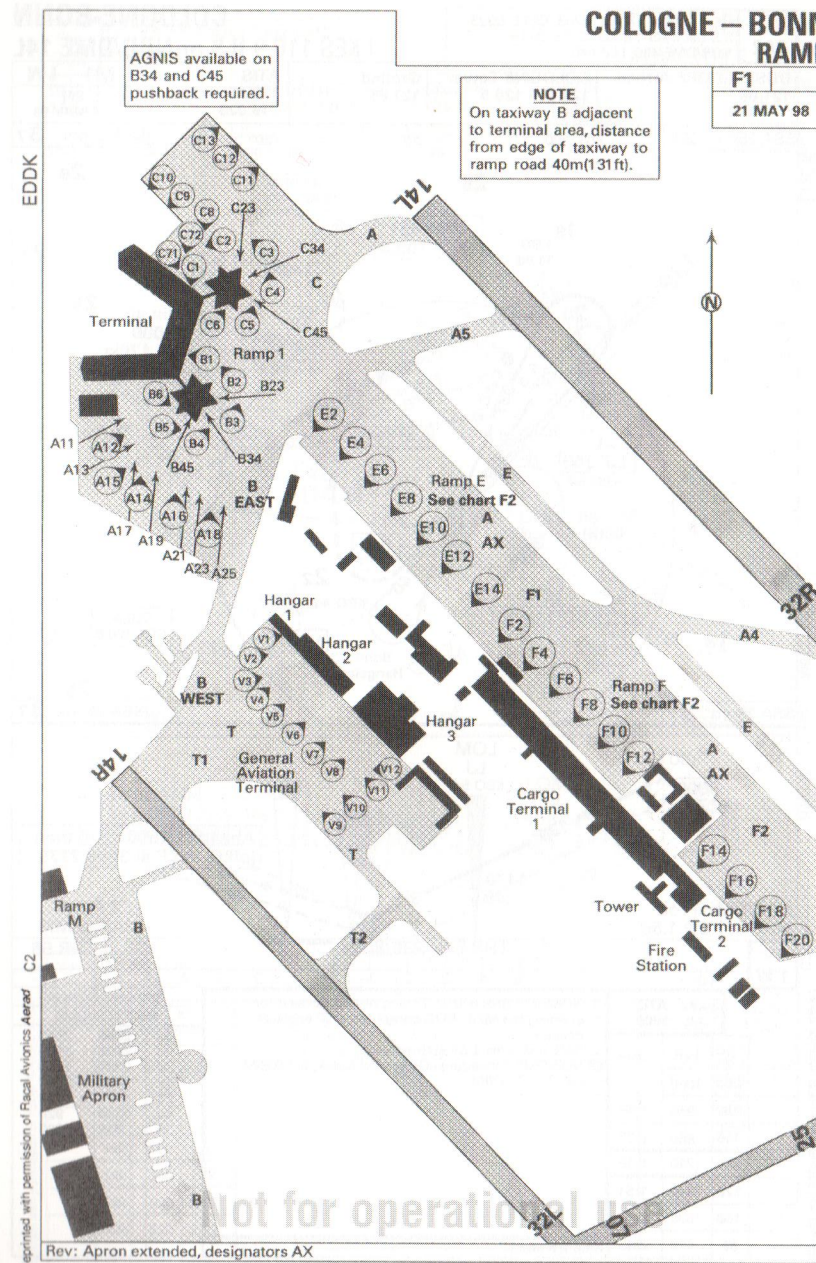
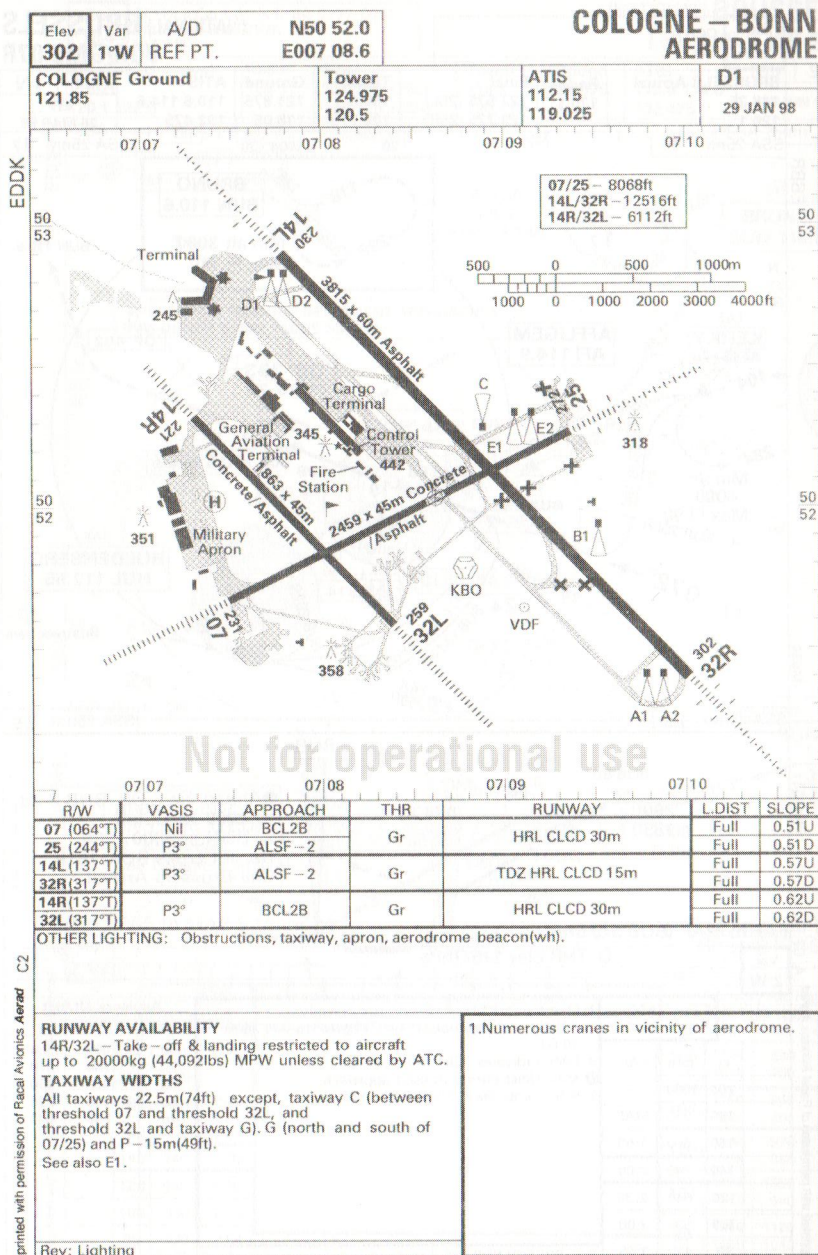


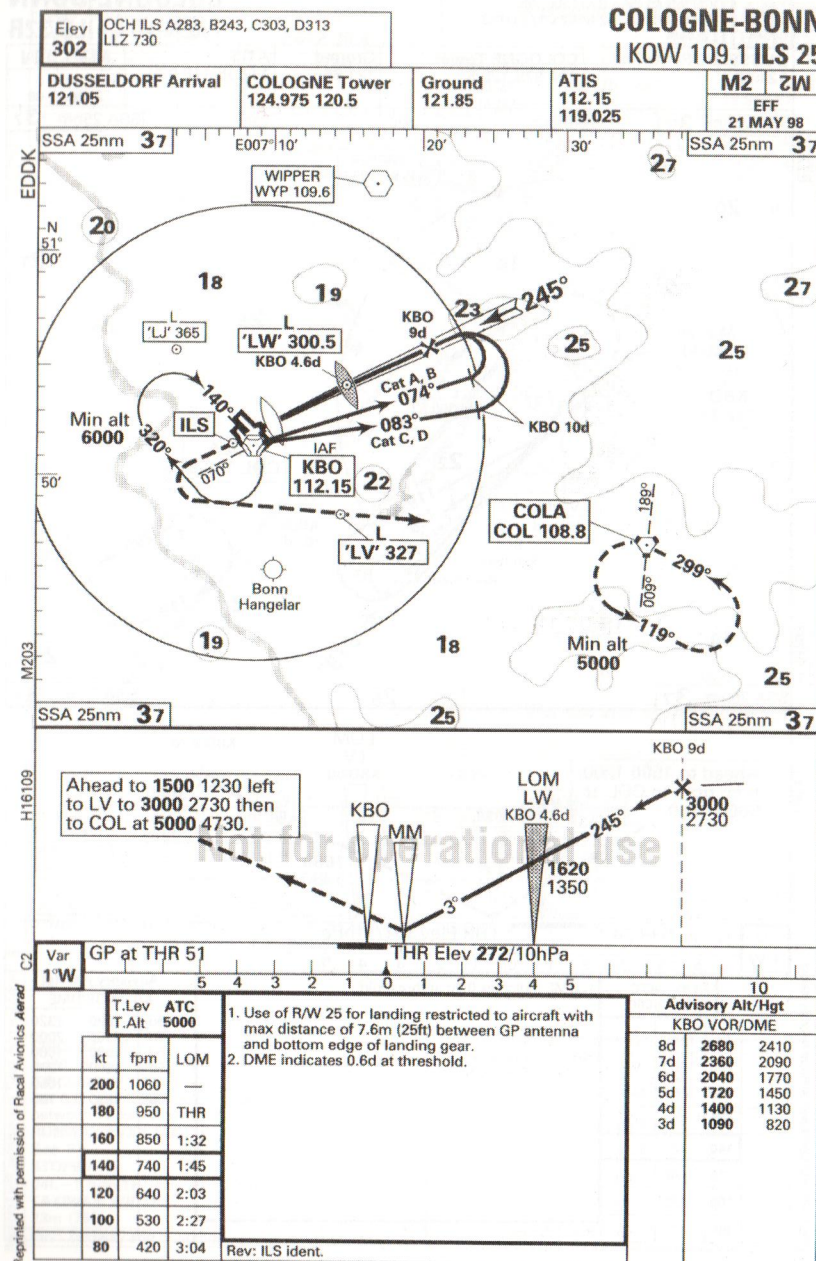
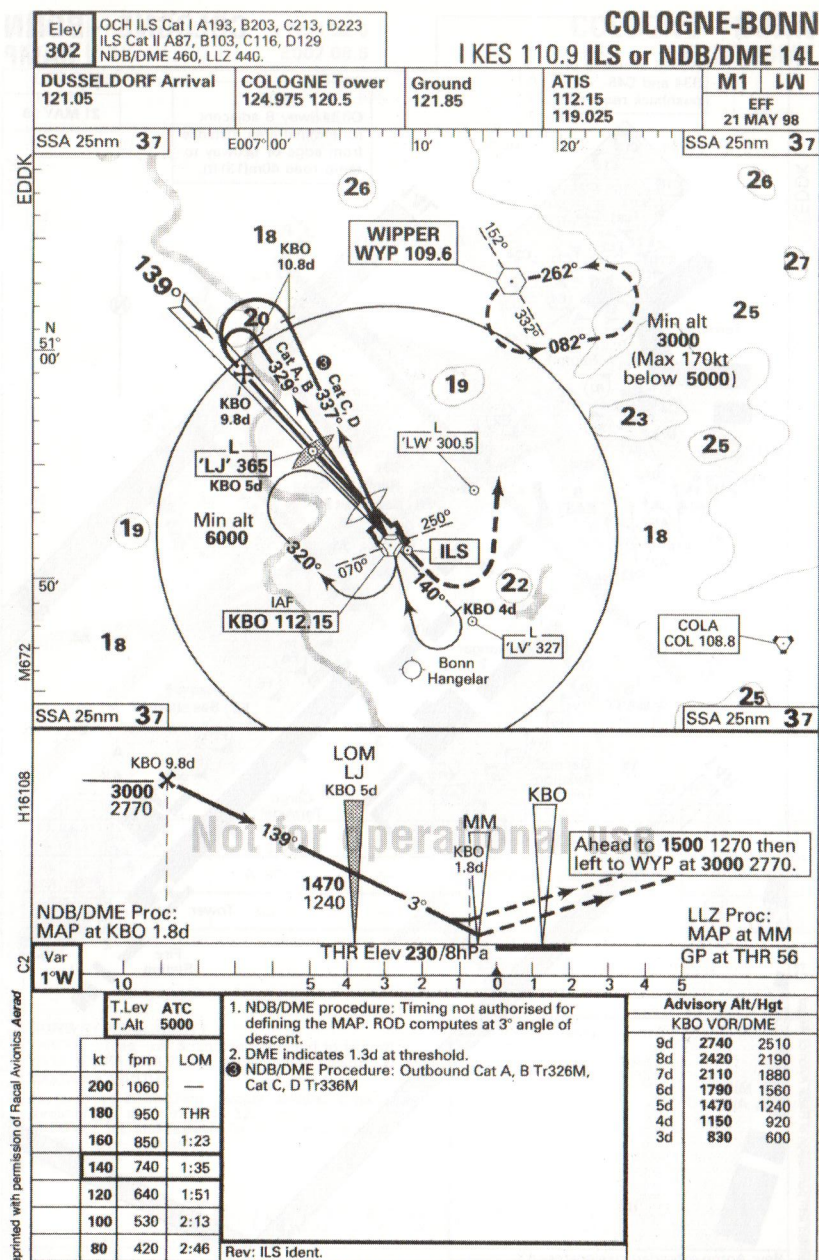






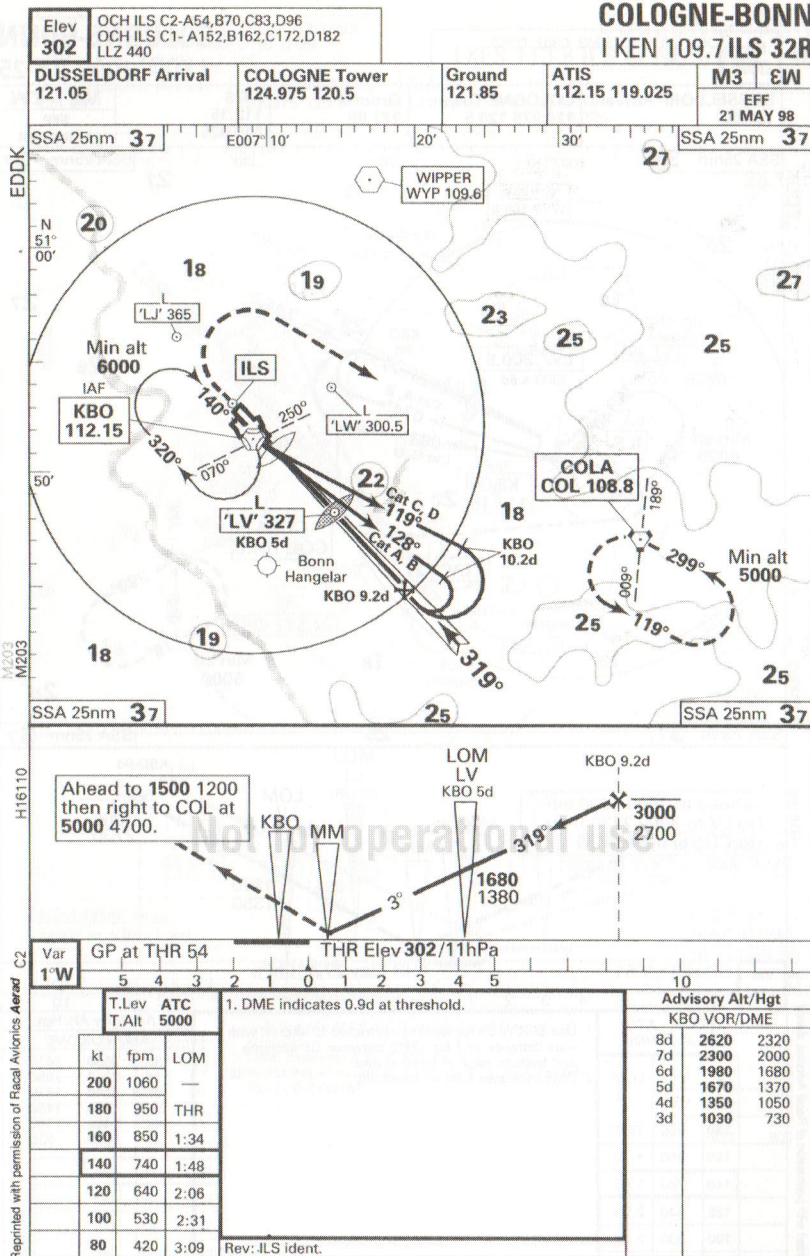




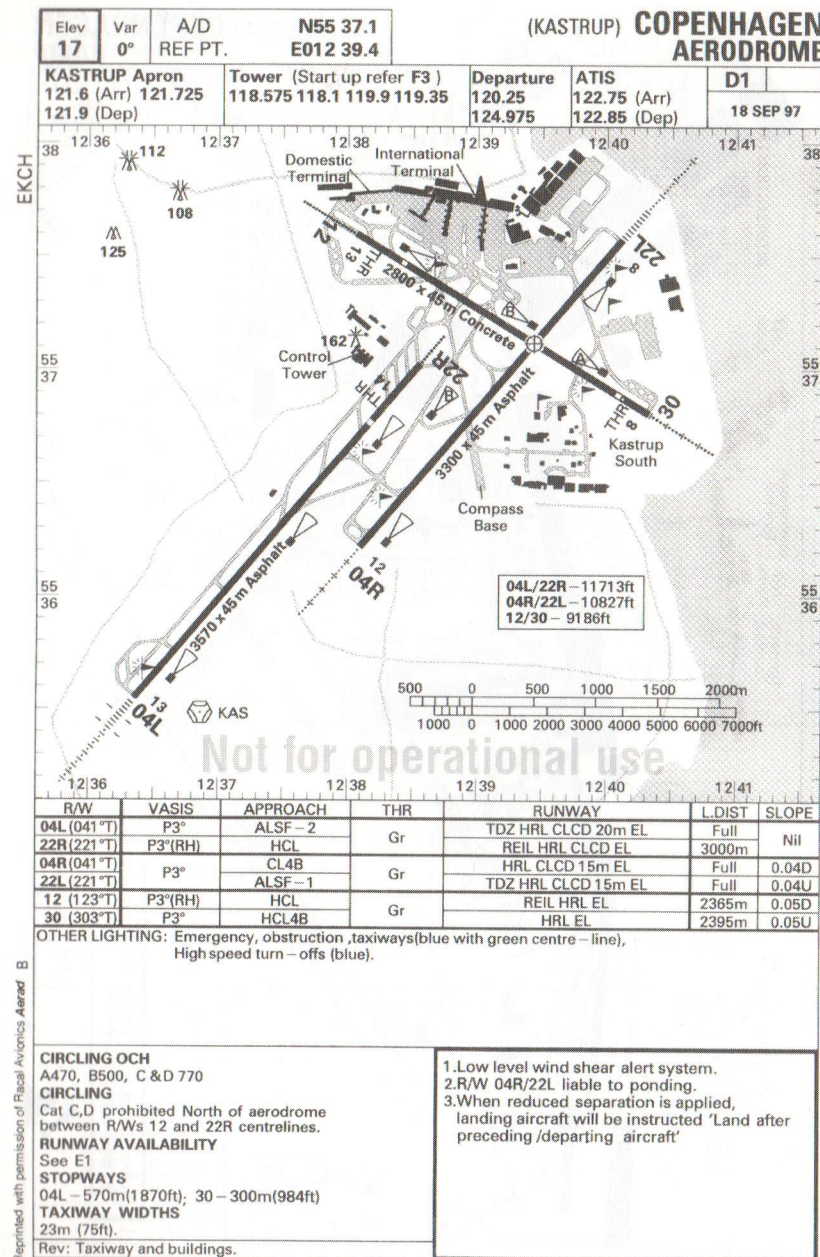


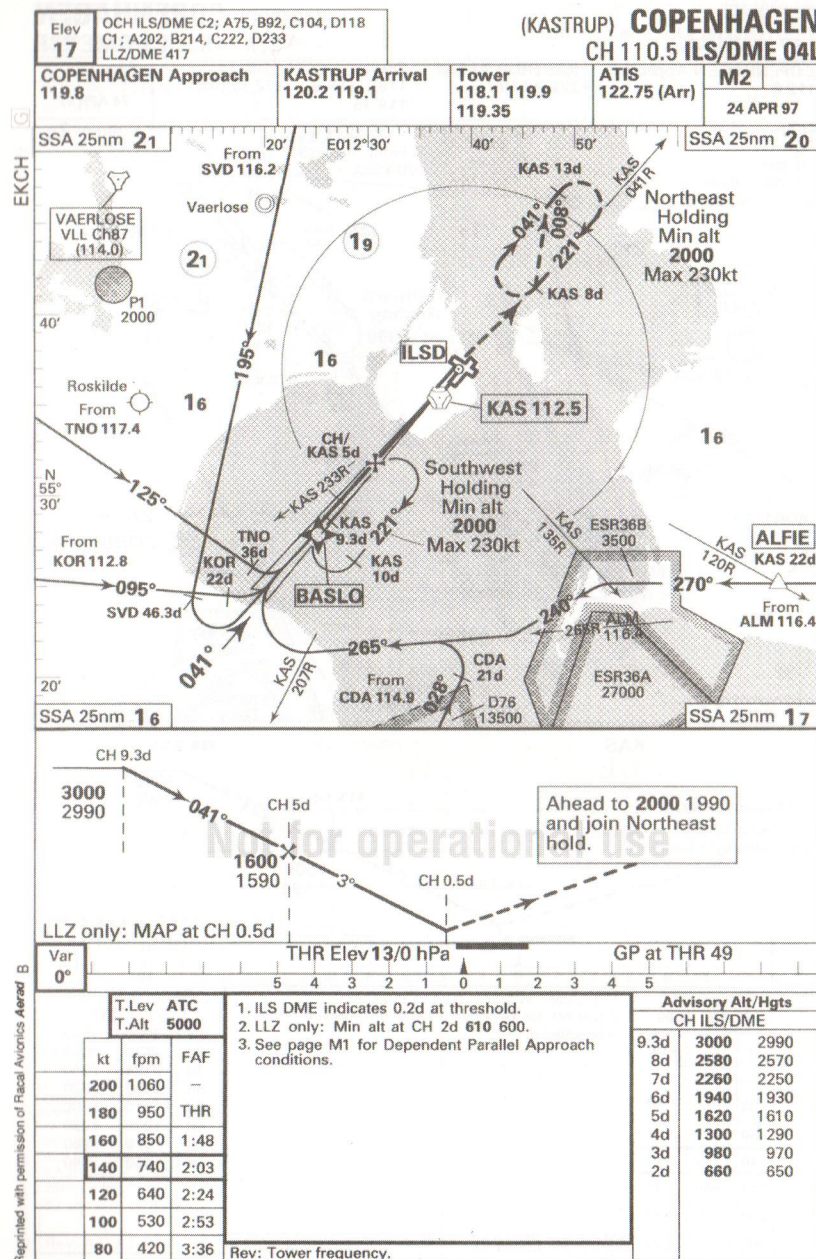
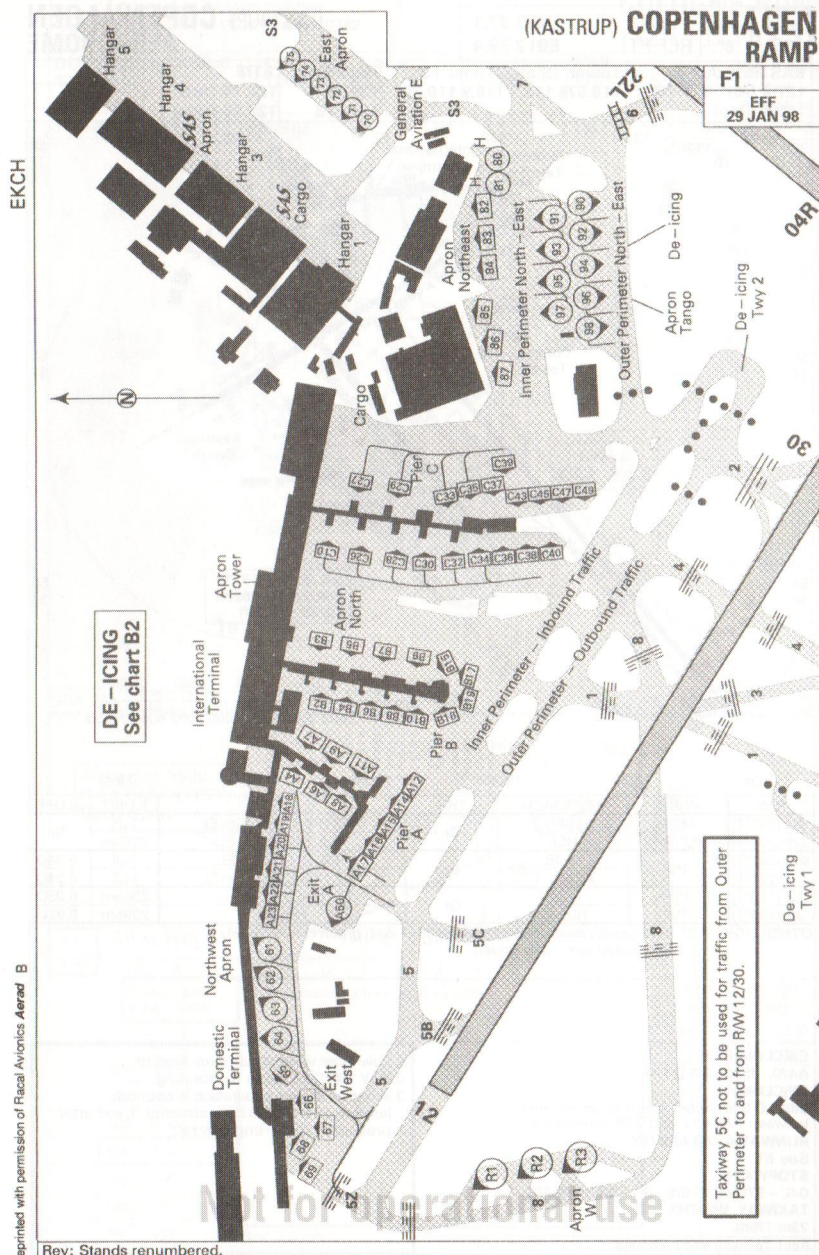
COLOGNE-BONN

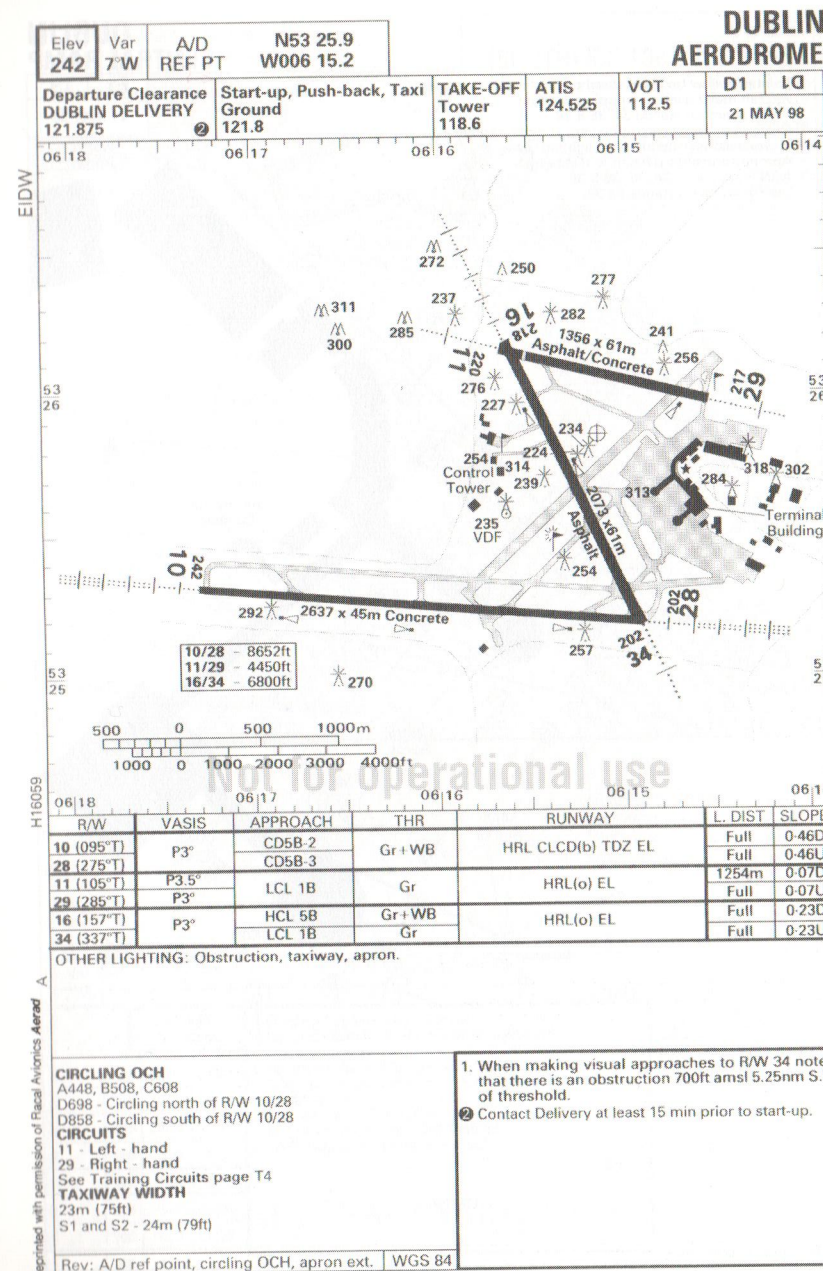
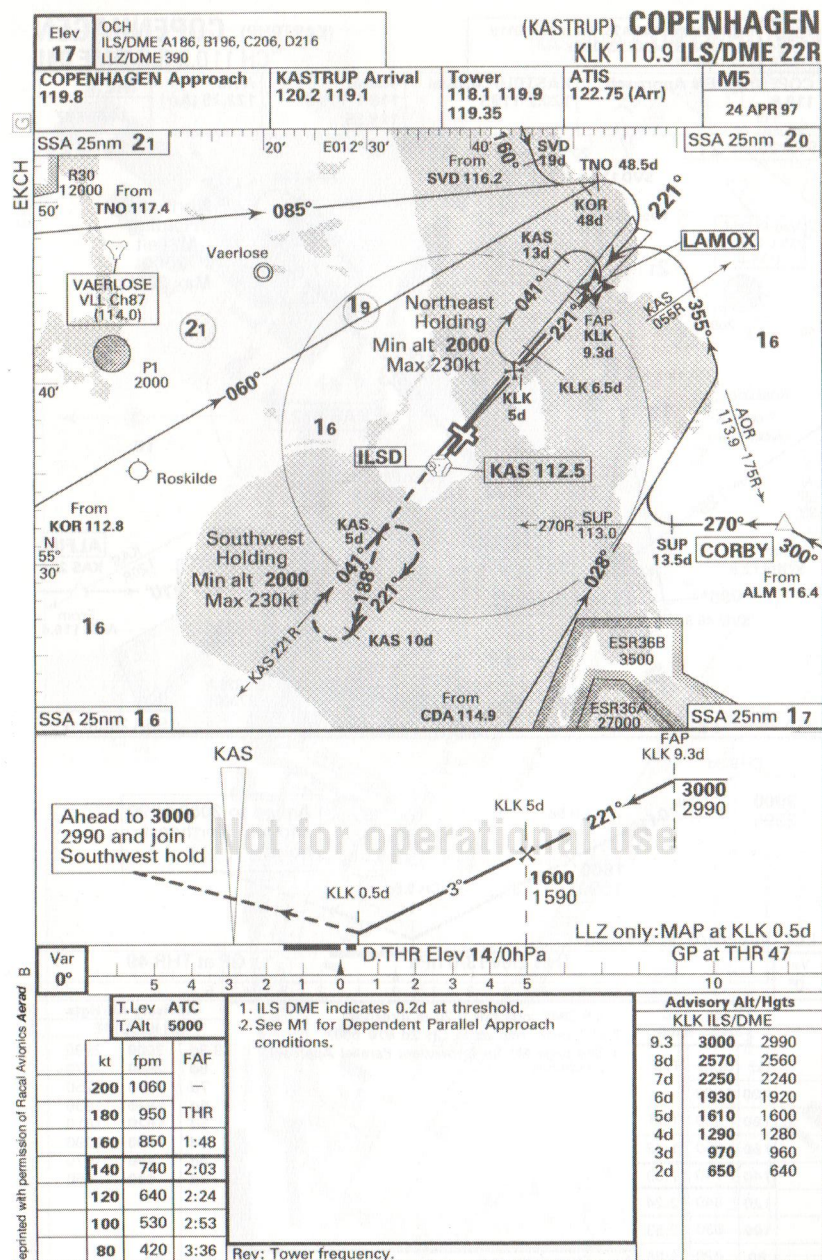
I KEN 109.7 ILS 32R



(KASTRUP) COPENHAGEN AERODROME







DUBLIN CENTRAL RAMP

1. Painted yellow taxiway, stand centre lines & stop bars. Aircraft marshalled to stopping position. PAPA board on stands 34, 36 & 38.
2. Exercise extreme care in taxiing at night particularly in wet weather due to apron lighting glare. Apron Guide lines difficult to distinguish.
3. AGNIS stands 31-34, 36, 38 & 39. Lead in lights on stands 32-39.

F1 L3
21 MAY 98

North Apron

Aer Rianta Building

Terminal

Pavilion

LINK 3

F2

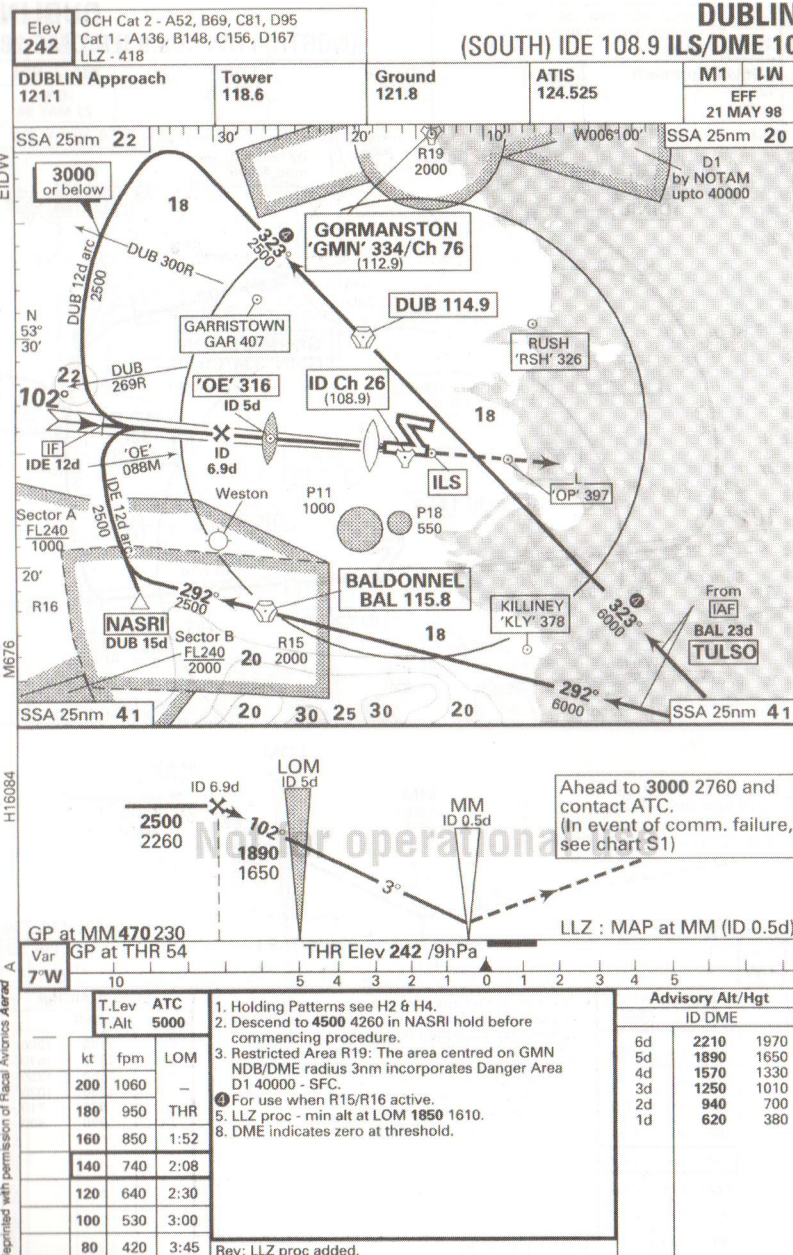
LINK 2

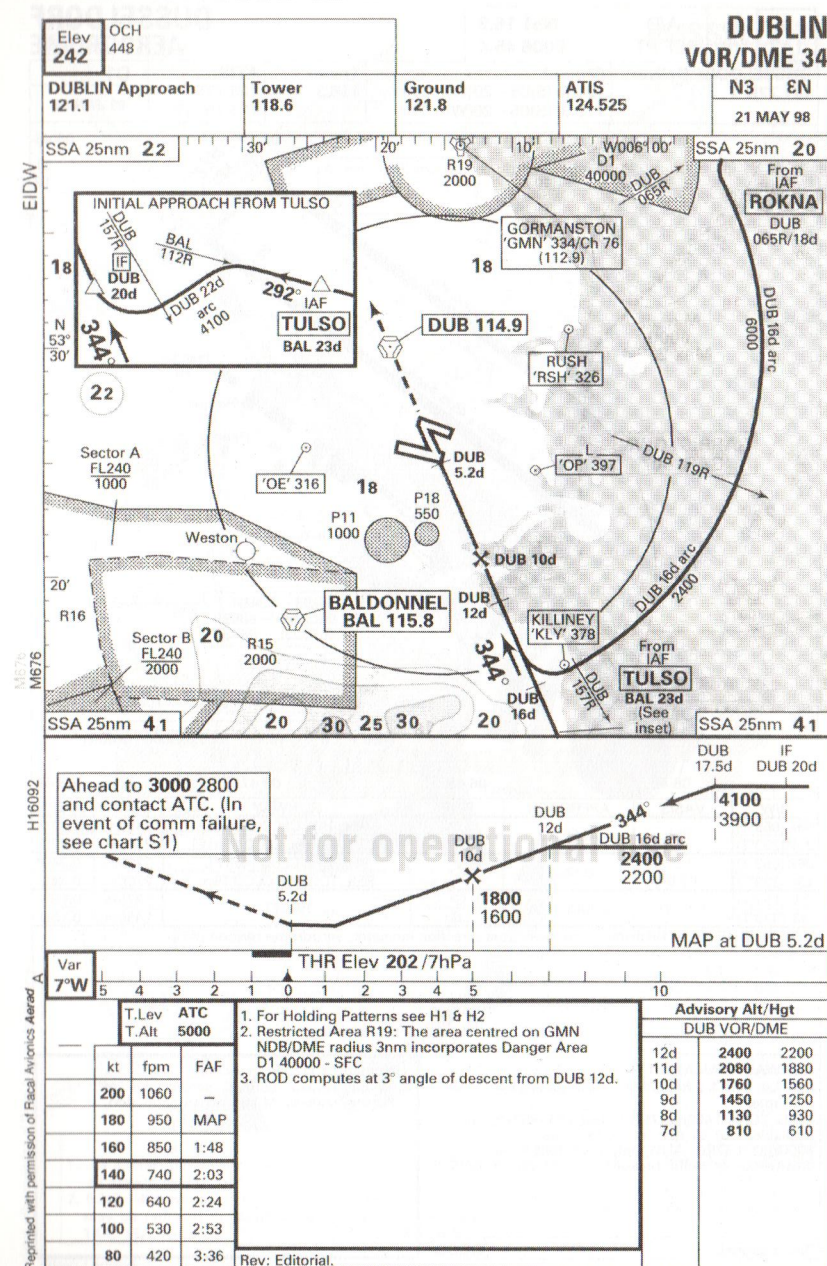
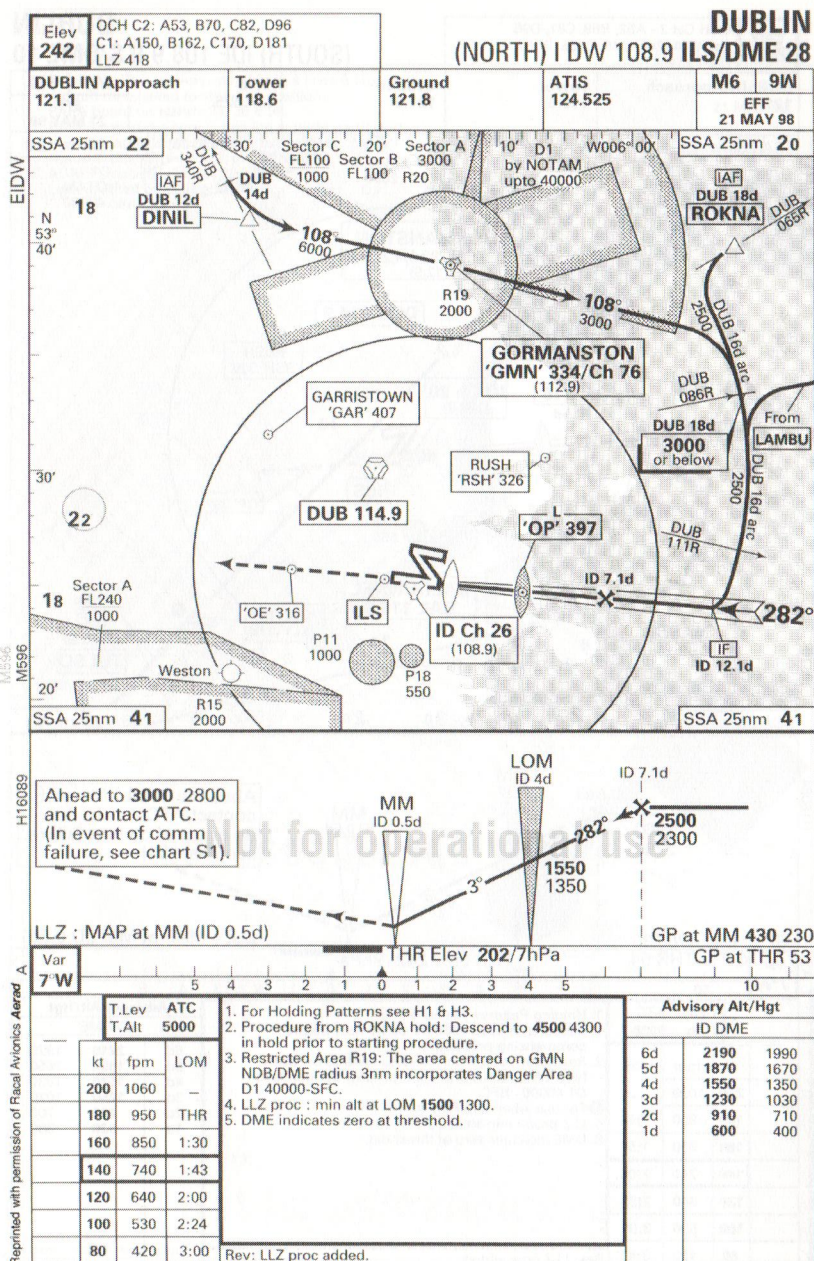
Not for operational use

Rev: Apron extended.

DUBLIN

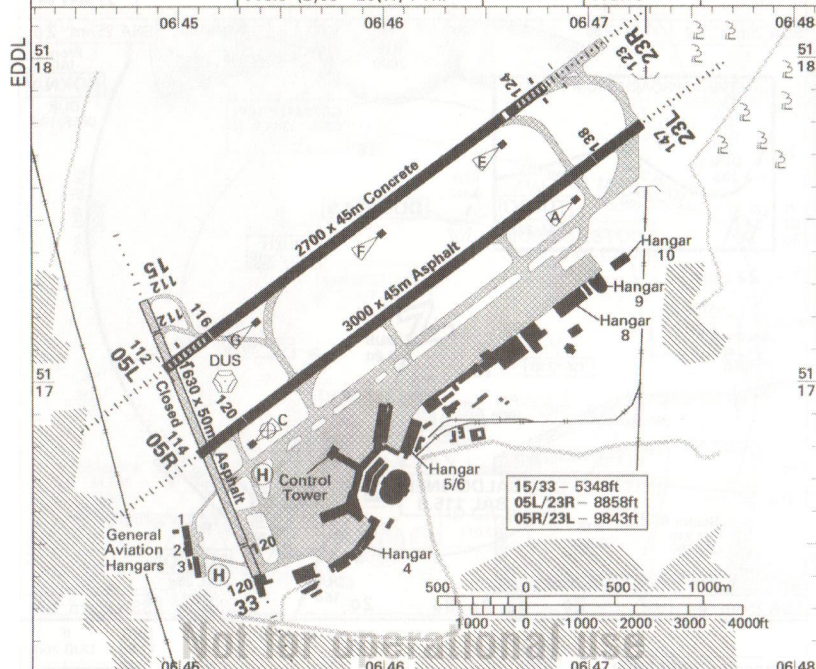
(SOUTH) IDE 108.9 ILS/DME 10





DUSSELDORF AERODROME

Elev 147	Var 1°W	A/D REF PT.	N51 16.9 E006 45.4	DUSSELDORF AERODROME			
DUSSELDORF Delivery 121.775		Ground 121.9 (S)05-20(W)+1hr 118.3 (S)05-20(W)+1hr		Tower 118.3	ATIS 123.775 115.15	D1 01 JAN 98	



R/W	VASIS	APPROACH	THR	RUNWAY	L.DIST	SLOPE
05L (053°T)	P3°	ALSF - 2	Gr	REIL HRL CLCD 15m EL	2400m	0.12U
23R (233°T)				REIL TDZ HRL CLCD 15m EL	2400m	0.12D
05R (053°T)	P3°	ALSF - 2	Gr	REIL HRL CLCD 15m EL	2700m	0.34U
23L (233°T)	P2.9°			REIL TDZ HRL CLCD 15m	2700m	0.34D
15 (153°T)			Gr		1270m	0.15U
33 (333°T)	P3°(LH)	LrDCL + 2B	LGr	HRL EL	1450m	0.15D

OTHER LIGHTING: Obstruction, taxiway, wind direction indicator, aerodrome beacon (Wh).

RUNWAY AVAILABILITY

15/33 TORA 1450m(4757ft) last 180m(571ft) not available. Use by non jet aircraft over 8000kg(17637lb) AEW only permitted when crosswinds or traffic reasons prevent use of 05R/23L.

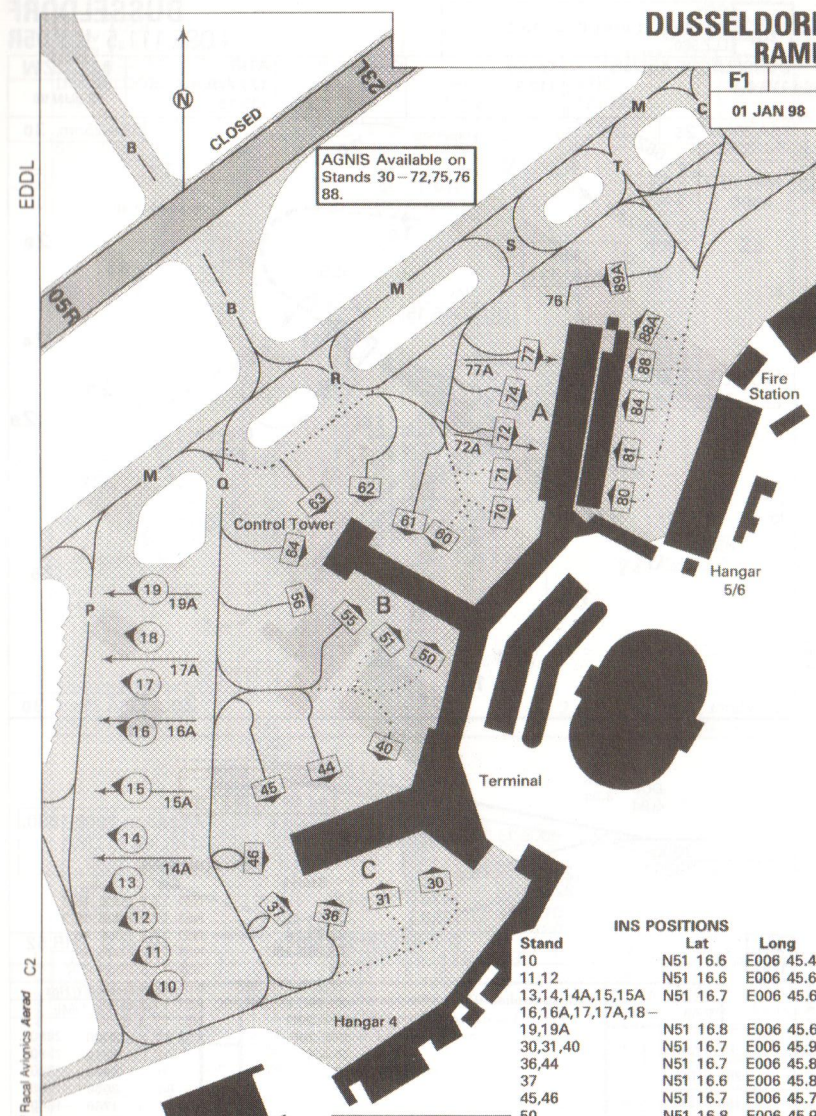
1. Numerous cranes in vicinity.
2. Identify runway 05R/23L before take-off. Parallel taxiway M can cause confusion.

Rev: Editorial.

WGS 84

DUSSELDORF RAMP

F1	
01 JAN 98	



NOTES

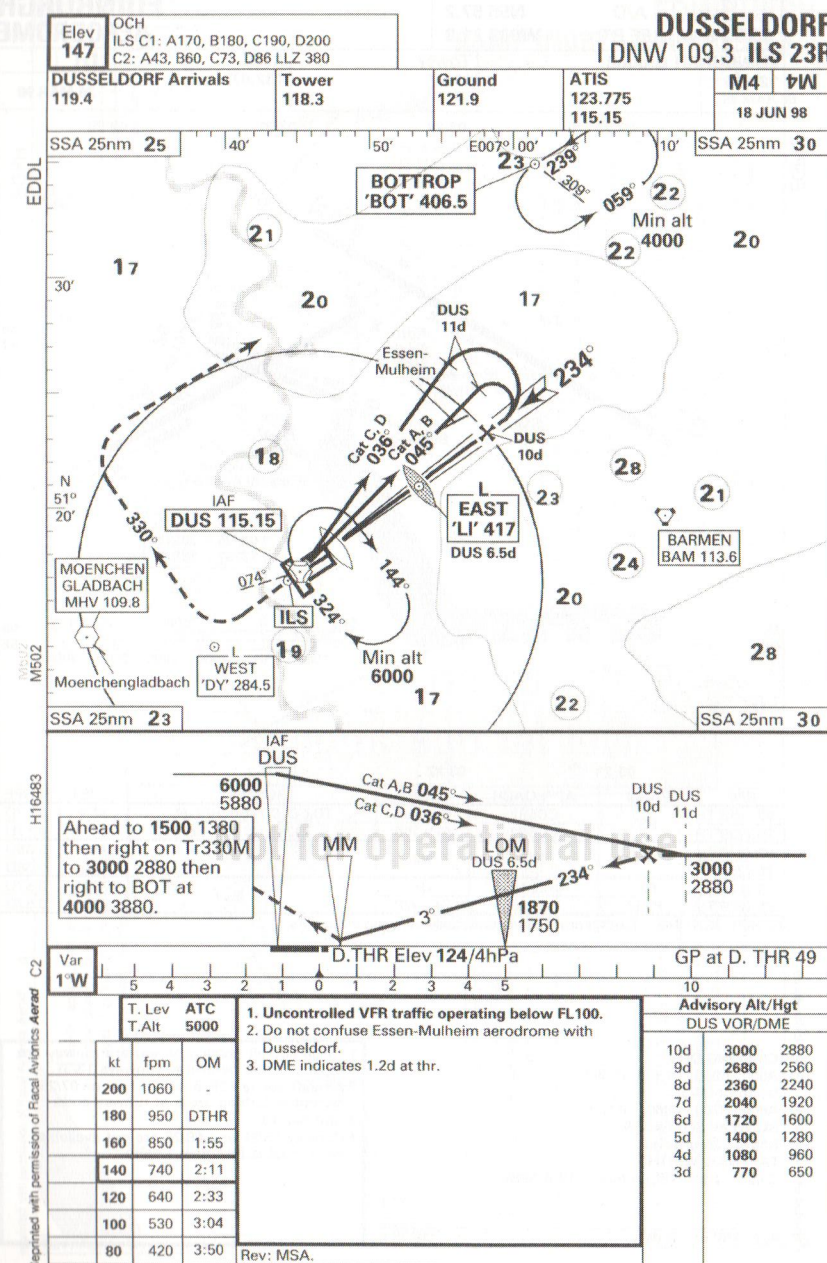
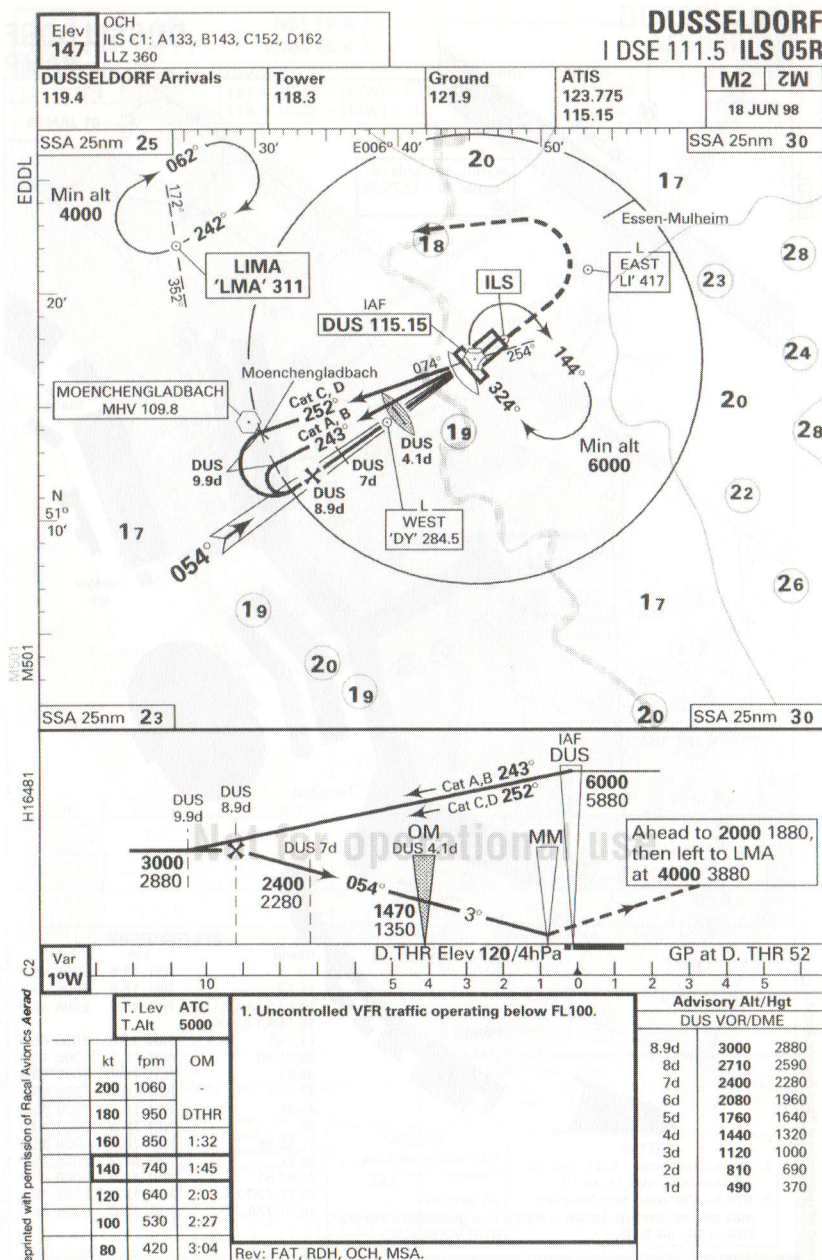
1. Jet aircraft push-back only on all stands except 10 to 19.
2. B747-400 wing tip clearance may be reduced to 5m on stands 14A, 15A, 44 & 45.

LEGEND

Alternative parking position ← 14A
All aircraft —
Taxi guideline all except

INS POSITIONS		
Stand	Lat	Long
10	N51 16.6	E006 45.4
11,12	N51 16.6	E006 45.6
13,14,14A,15,15A	N51 16.7	E006 45.6
16,16A,17,17A,18-		
19,19A	N51 16.8	E006 45.6
30,31,40	N51 16.7	E006 45.9
36,44	N51 16.7	E006 45.8
37	N51 16.6	E006 45.8
45,46	N51 16.7	E006 45.7
50	N51 16.8	E006 45.9
51,55,56	N51 16.8	E006 45.8
60,61	N51 16.9	E006 45.9
62,63,64	N51 16.9	E006 45.8
70,71,72,72A	N51 16.9	E006 46.0
74,77,77A,78	N51 17.0	E006 46.0

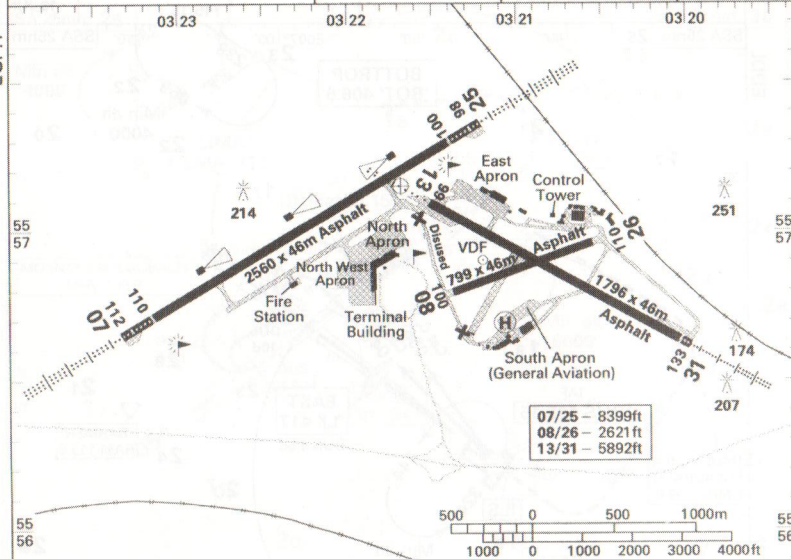
Rev: Legend.



EDINBURGH AERODROME

Elev 135	Var 6°W	A/D REF PT.	N55 57.2 W003 21.8
EDINBURGH Ground 121.75		Tower 118.7	ATIS 132.075
		D1	26 MAR 98

EGPH



Not for operational use

R/W	VASIS	APPROACH	THR	RUNWAY	L.DIST	SLOPE
07 (059°T)	P3°	CD5B2	Gr + WB	TDZ CLCD 15m HRL EL	2347m	0.17D
25 (239°T)		CD5B2	Gr + WB	TDZ CLCD HRL EL	2347m	0.17U
08 (070°T)	Nil	Nil	Nil	Nil	Full	0.38U
26 (250°T)					Full	0.38D
13 (119°T)	P3°	HCD1B	Gr	HRL EL	1796m	0.57U
31 (299°T)	P3.5°	HCD4B	Gr + WB		1734m	0.57D

OTHER LIGHTING: Emergency, obstruction, taxiway, wind indicators.

CIRCLING OCH

A600, B900, C1300, D1900.

North of 07/25

A600, B700, C800, D1100

RUNWAY SURFACES

R/W 07/25 grooved

TAXIWAY WIDTHS

07/25 - 23m (75ft), others - 18m (59ft)

1. Large aircraft holding on eastern runway link must position parallel to runways 13/31.
2. Aircraft above F28 must not turn on 07/25 except at turning areas at runway ends.
3. Bird hazard
4. Runway 13/31 and 08/26 are not available when RVR is less than 1200m.

Rev: ARP co - ords

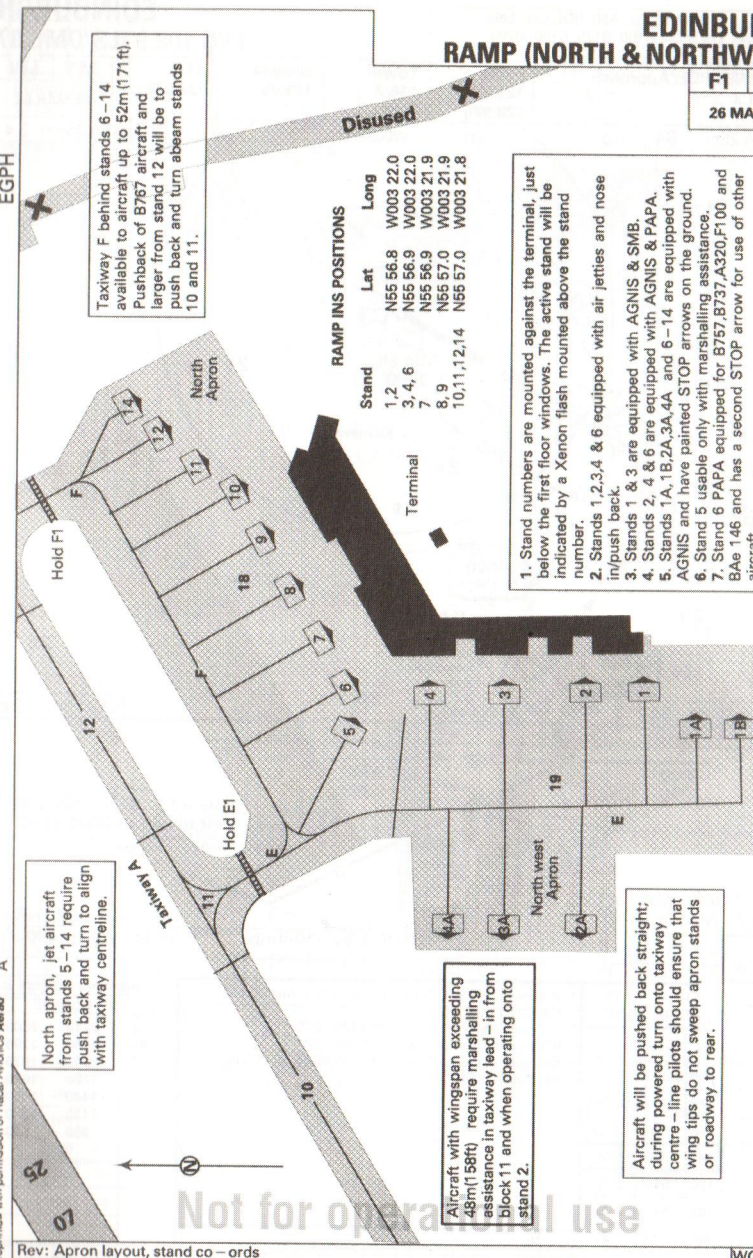
WGS 84

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EDINBURGH AERODROME

F1
26 MAR 98

EGPH



Taxiway F behind stands 6-14 available to aircraft up to 52m (171ft). Pushback of B767 aircraft and larger from stand 12 will be to push back and turn abeam stands 10 and 11.

RAMP INS POSITIONS

Stand	Lat	Long
1,2	N55 56.8	W003 22.0
3,4,6	N55 56.9	W003 22.0
7	N55 56.9	W003 21.9
8,9	N55 57.0	W003 21.9
10,11,12,14	N55 57.0	W003 21.8

1. Stand numbers are mounted against the terminal, just below the first floor windows. The active stand will be indicated by a Xenon flash mounted above the stand number.
2. Stands 1,2,3,4 & 6 equipped with air jetties and nose in push back.
3. Stands 1 & 3 are equipped with AGNIS & SMB.
4. Stands 2, 4 & 6 are equipped with AGNIS & PAPA.
5. Stands 1A,1B,2A,3A,4A and 6-14 are equipped with AGNIS and have painted STOP arrows on the ground.
6. Stand 5 usable only with marshalling assistance.
7. Stand 6 PAPA equipped for B757,B737,A320,F100 and BAe 146 and has a second STOP arrow for use of other aircraft.

North apron, jet aircraft from stands 5-14 require push back and turn to align with taxiway centreline.

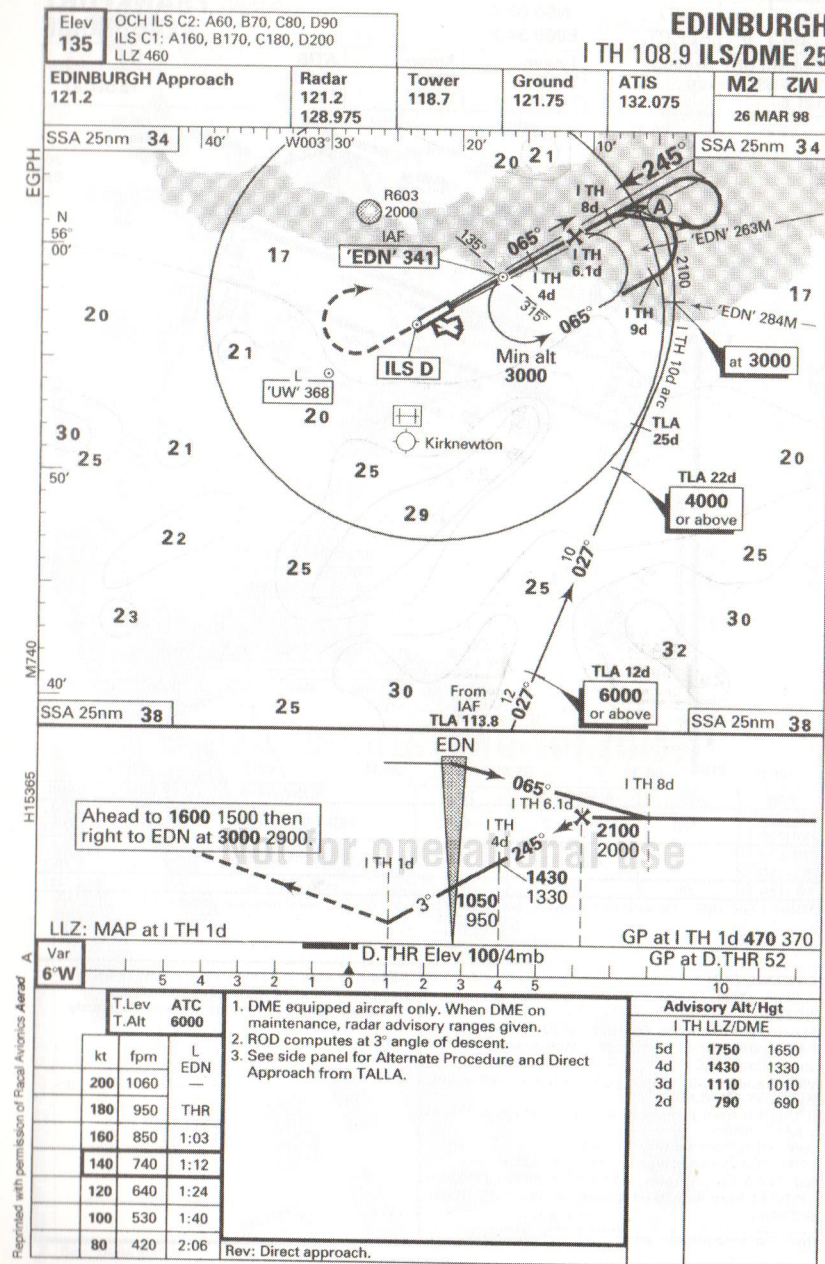
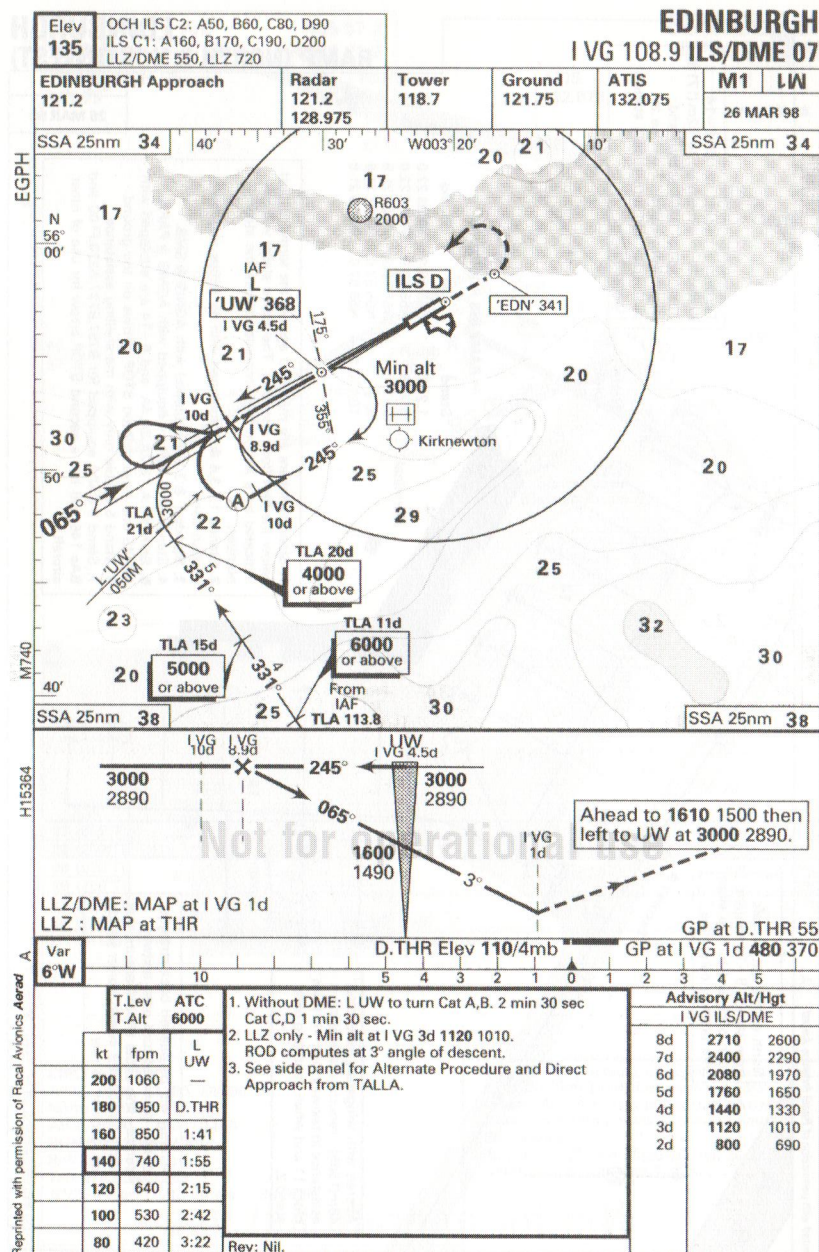
Aircraft with wingspan exceeding 48m (158ft) require marshalling assistance in taxiway lead - in from block 11 and when operating onto stand 2.

Aircraft will be pushed back straight; during powered turn onto taxiway centre - line pilots should ensure that wing tips do not sweep apron stands or roadway to rear.

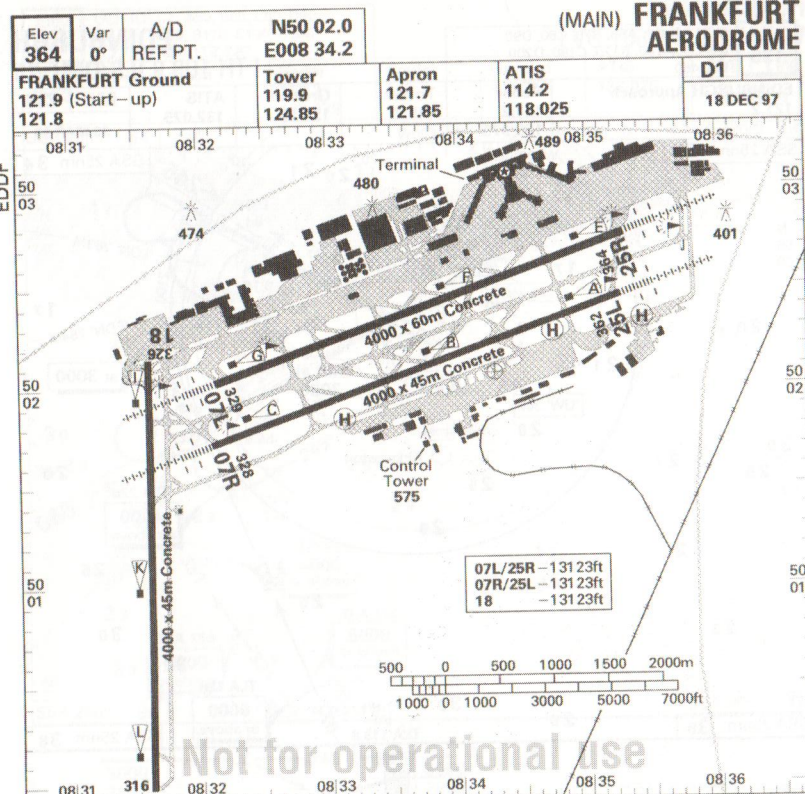
Rev: Apron layout, stand co - ords

WGS 84

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(MAIN) FRANKFURT AERODROME



R/W	VASIS	APPROACH	THR	RUNWAY	L.DIST	SLOPE
07L (070°T)	*P3	ALSF-2	Gr	HRL CLCD TDZ EL	Full	0.27U
25R (250°T)					Full	0.27D
07R (070°T)	*P3	ALSF-2	Gr	HRL CLCD TDZ EL	Full	0.26U
25L (250°T)					Full	0.26D
18 (180°T)	Nil	Nil	Nil	HRL CLCD EL	Full	0.08D

OTHER LIGHTING: Obstruction, taxiway, aerodrome beacon (Wh/Gr), wind direction indicator.

CIRCLING OCH

A, B686, C886, D1196

NOTES

*During simultaneous operation of PAPI/ILS systems, PAPI system for all aircraft permitted only up to 200ft above threshold.

VFR circuits south of aerodrome only, min 1400ft amsl.

RUNWAY AVAILABILITY

07L TORA from taxiway H 2412m, J 3012m, K 3312m, L EAST 3940m.

25R TORA from taxiway F 3258m.

07R TORA from taxiway H 2330m, K 3080m.

25L TORA from taxiway F 3490m, G 2900m, H 1709m.

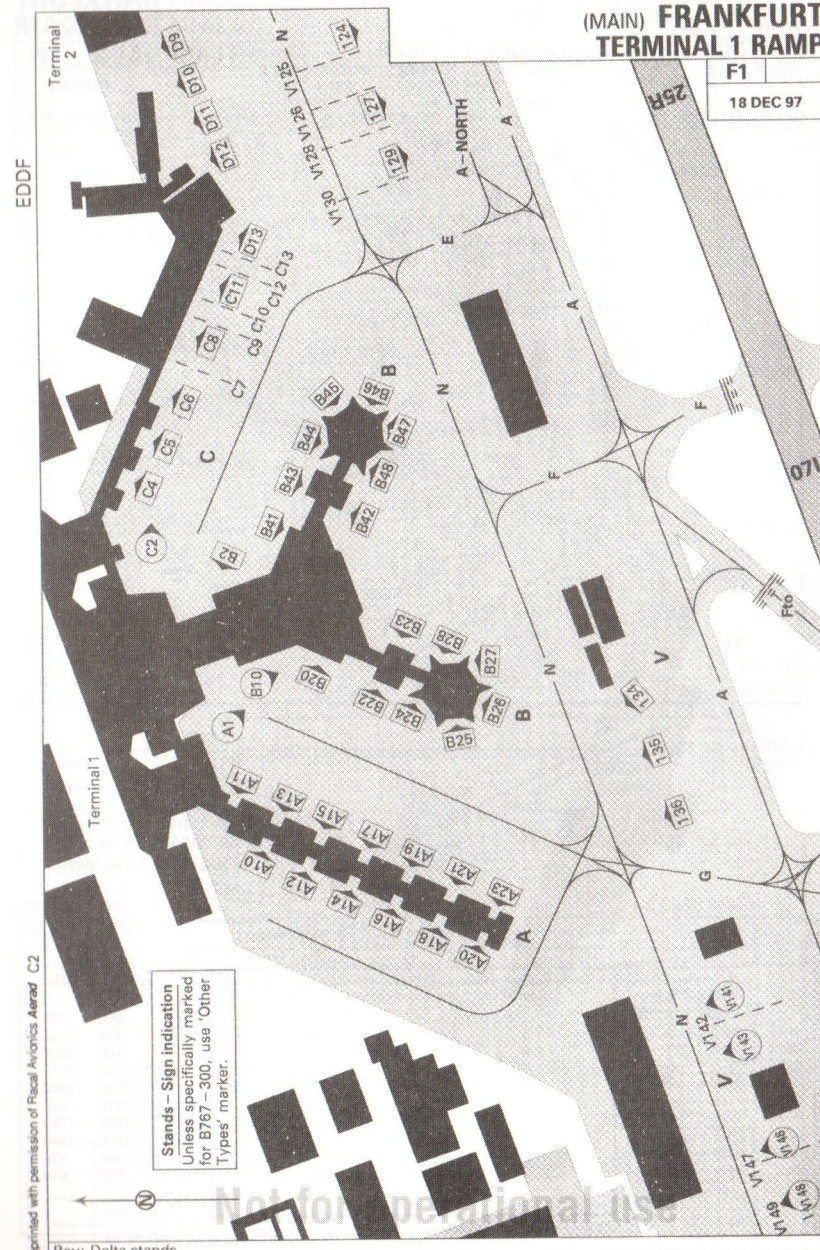
18 TORA from N SOUTH 3885m, A 3800m, C 3450m, S 2735m.

Rev: Transmissometer sites.

WGS 84

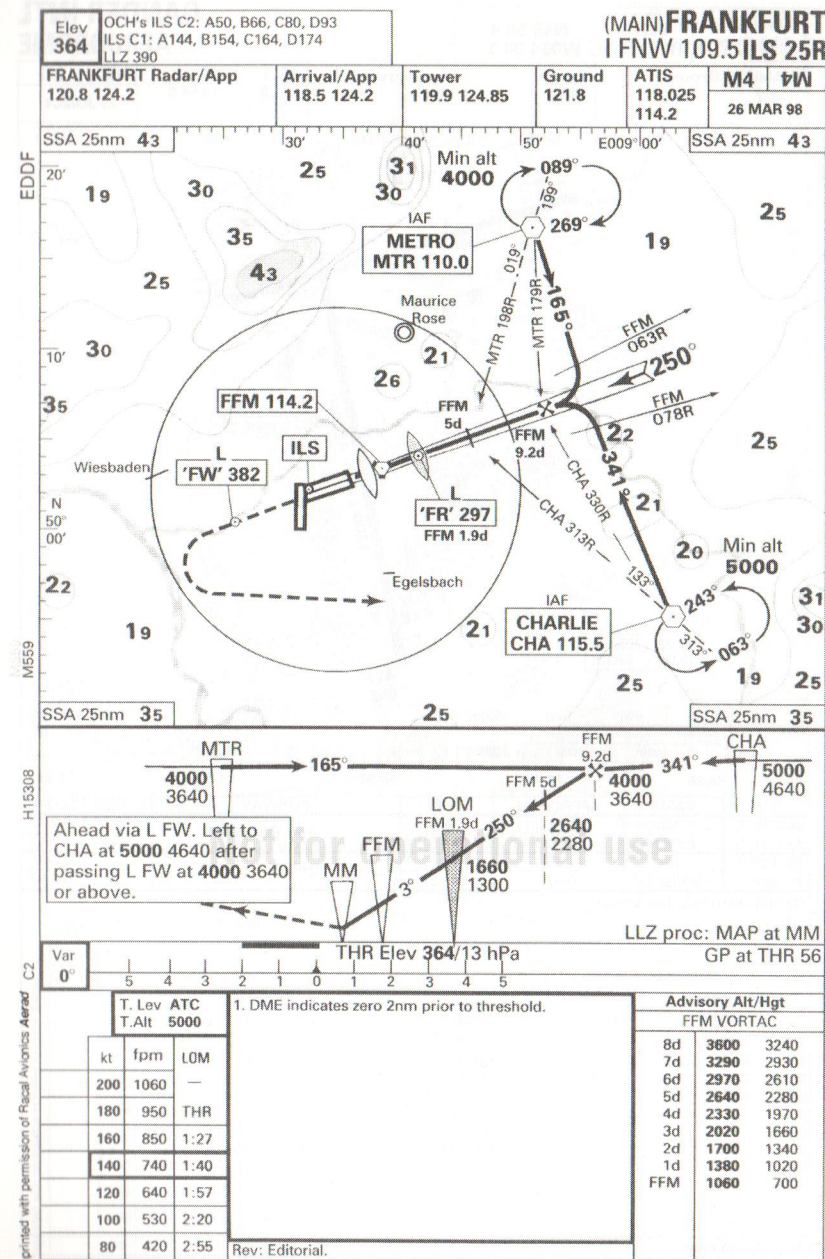
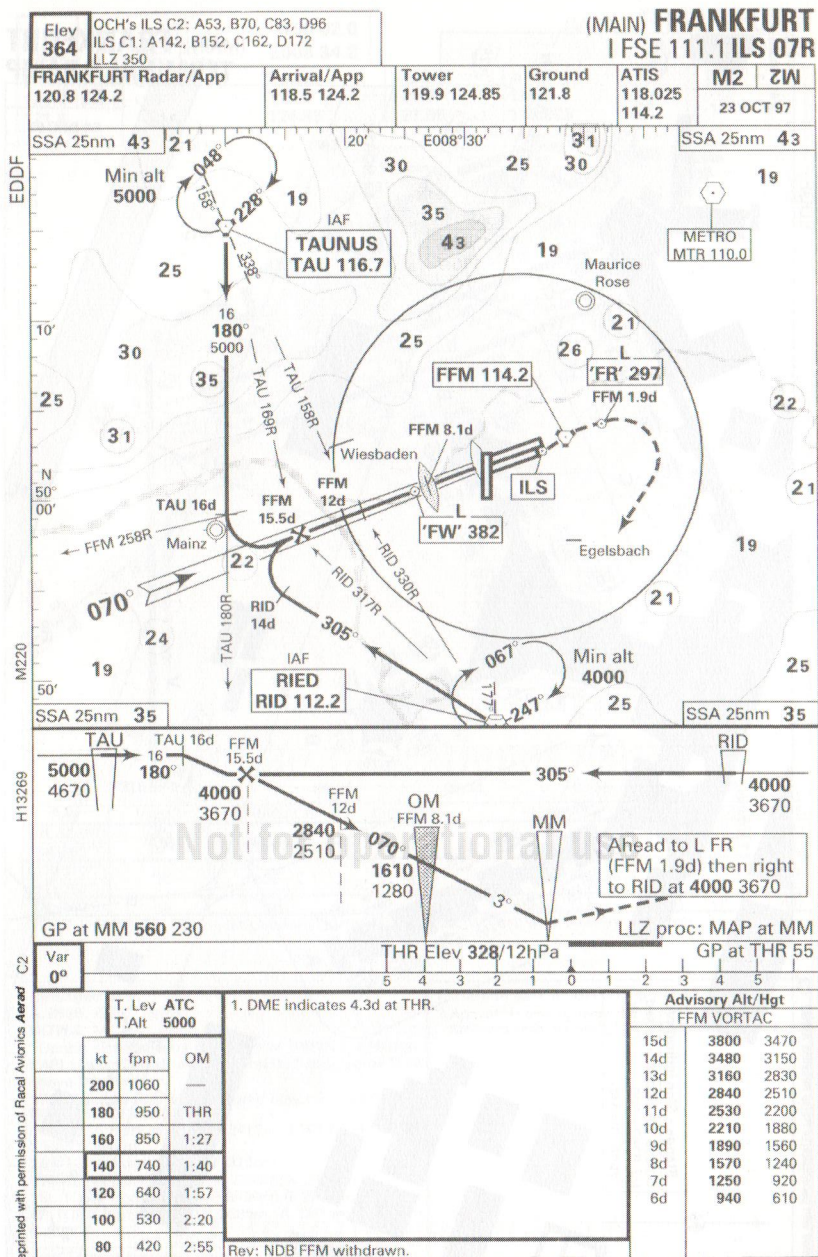
- Exercise care in identifying runway in use.
- Approach and runway lights for parallel runways may be switched on simultaneously.

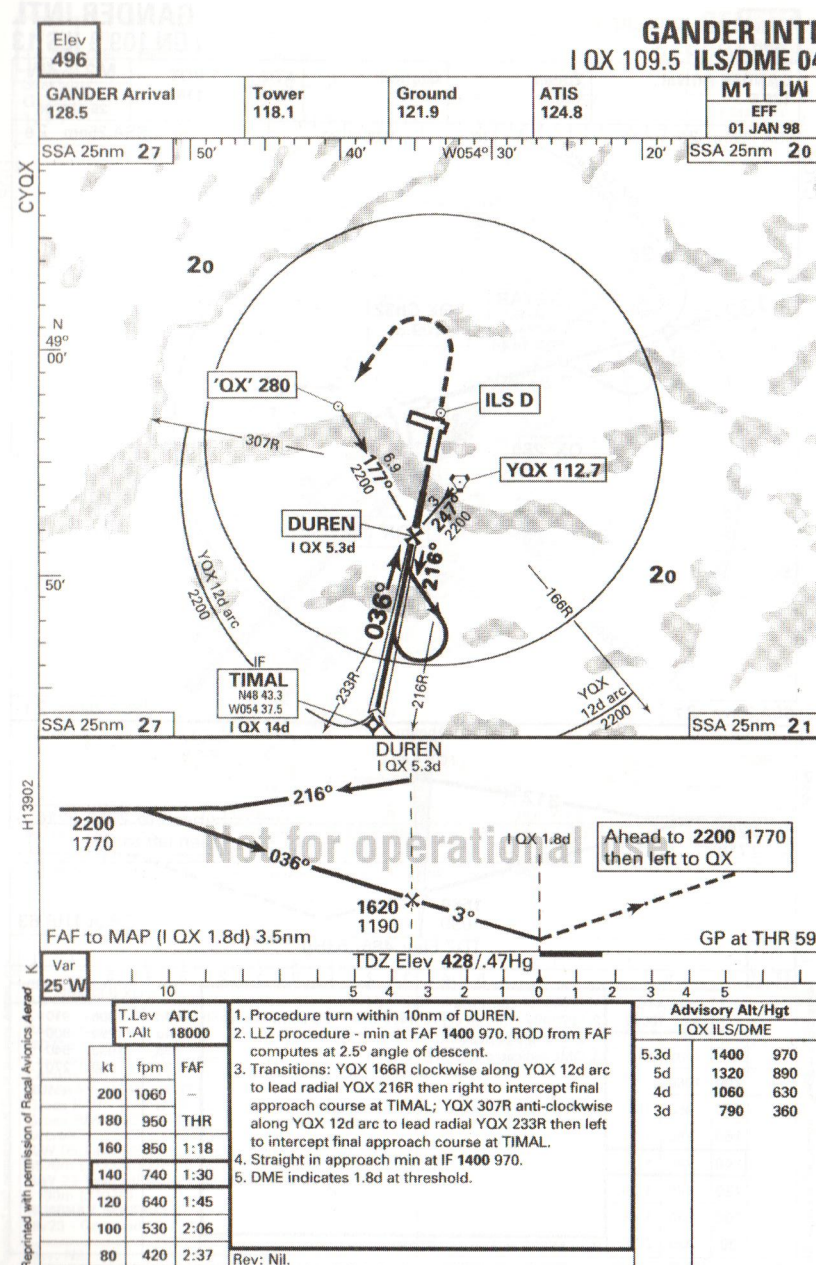
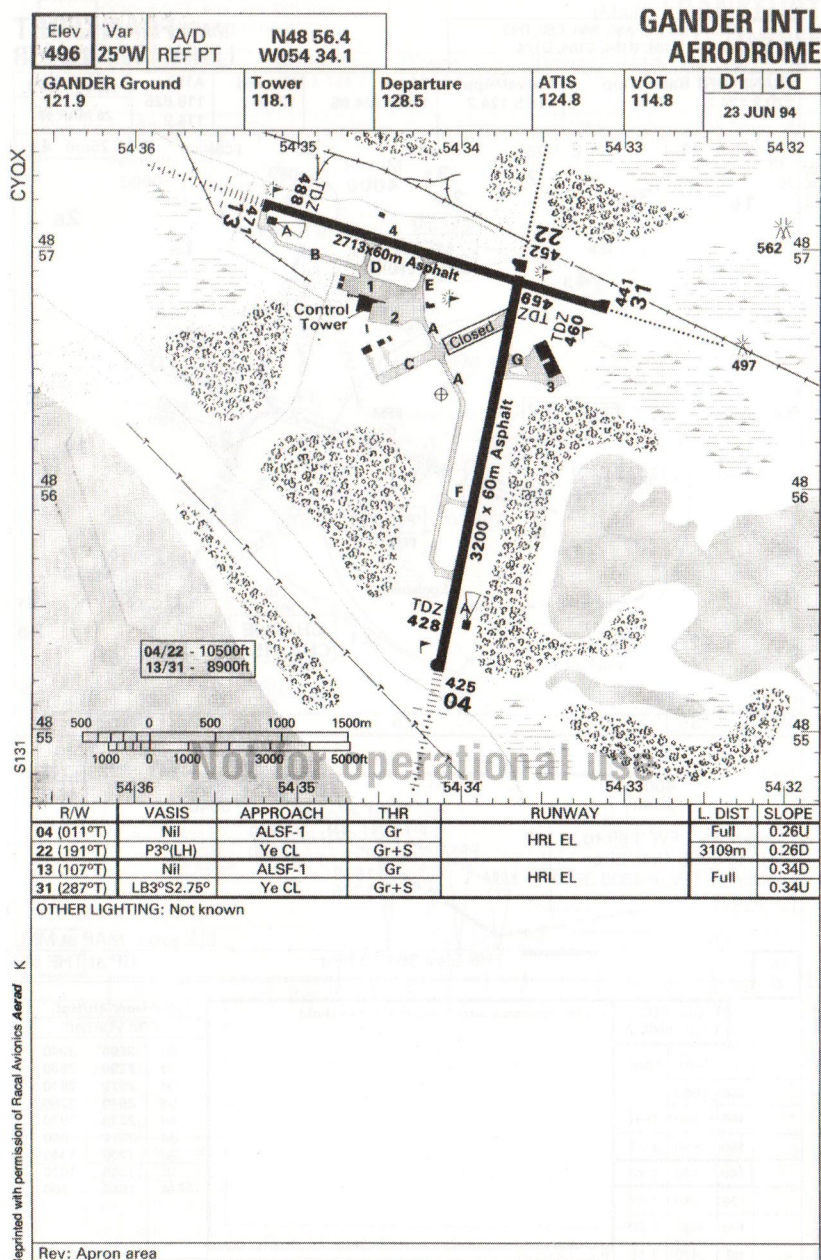
(MAIN) FRANKFURT TERMINAL 1 RAMP



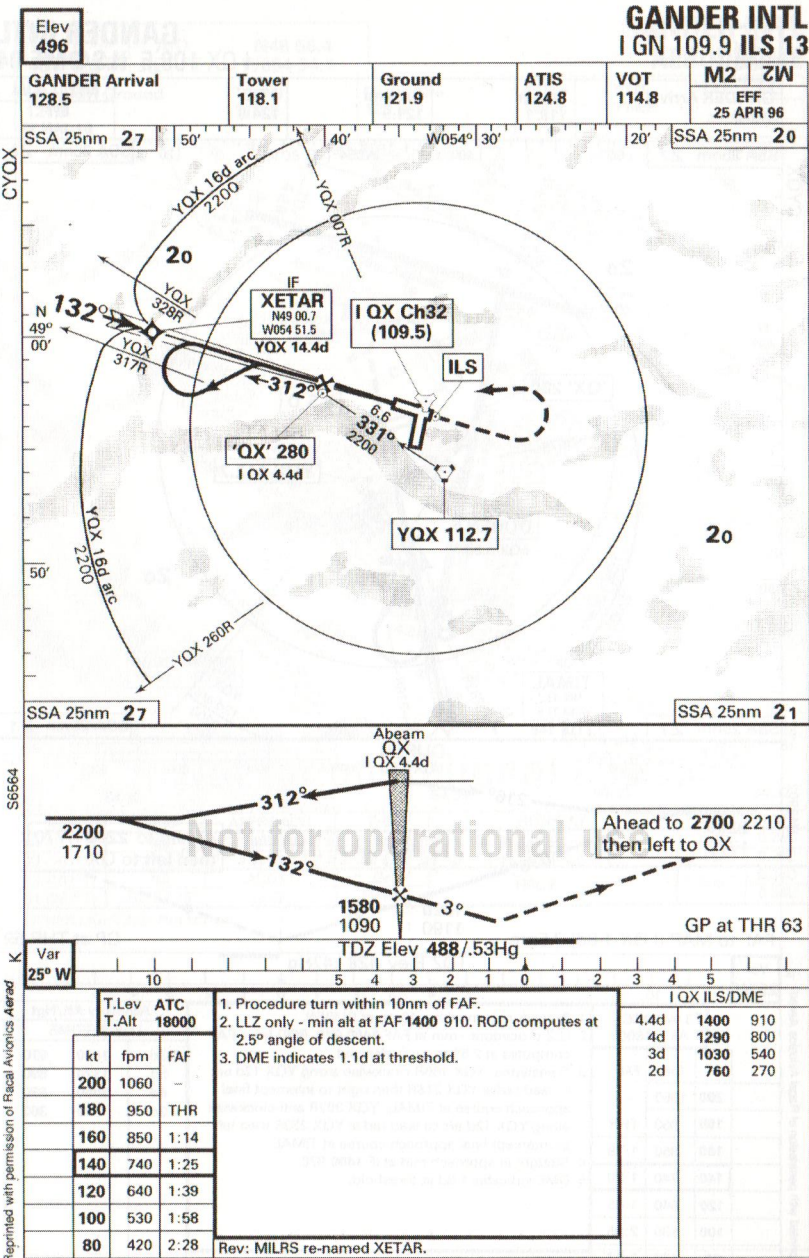
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Rev: Delta stands.

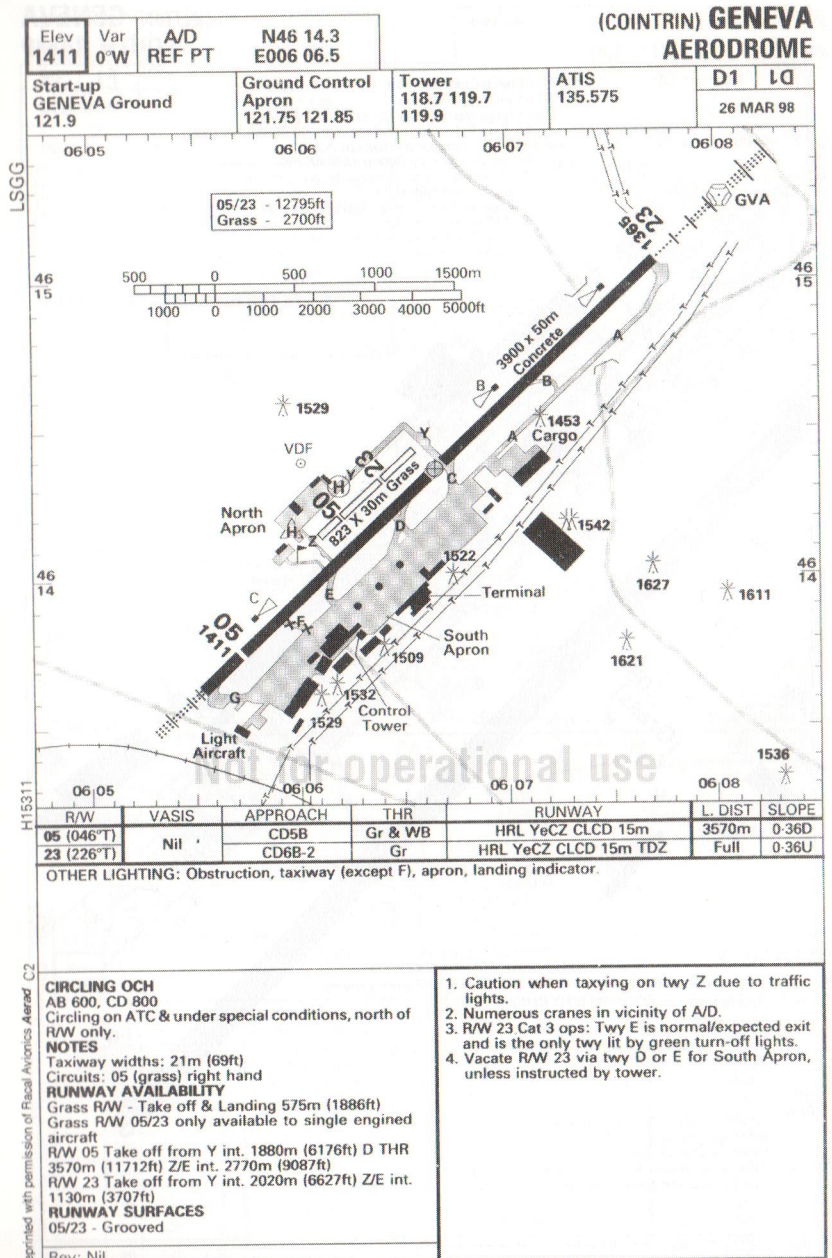


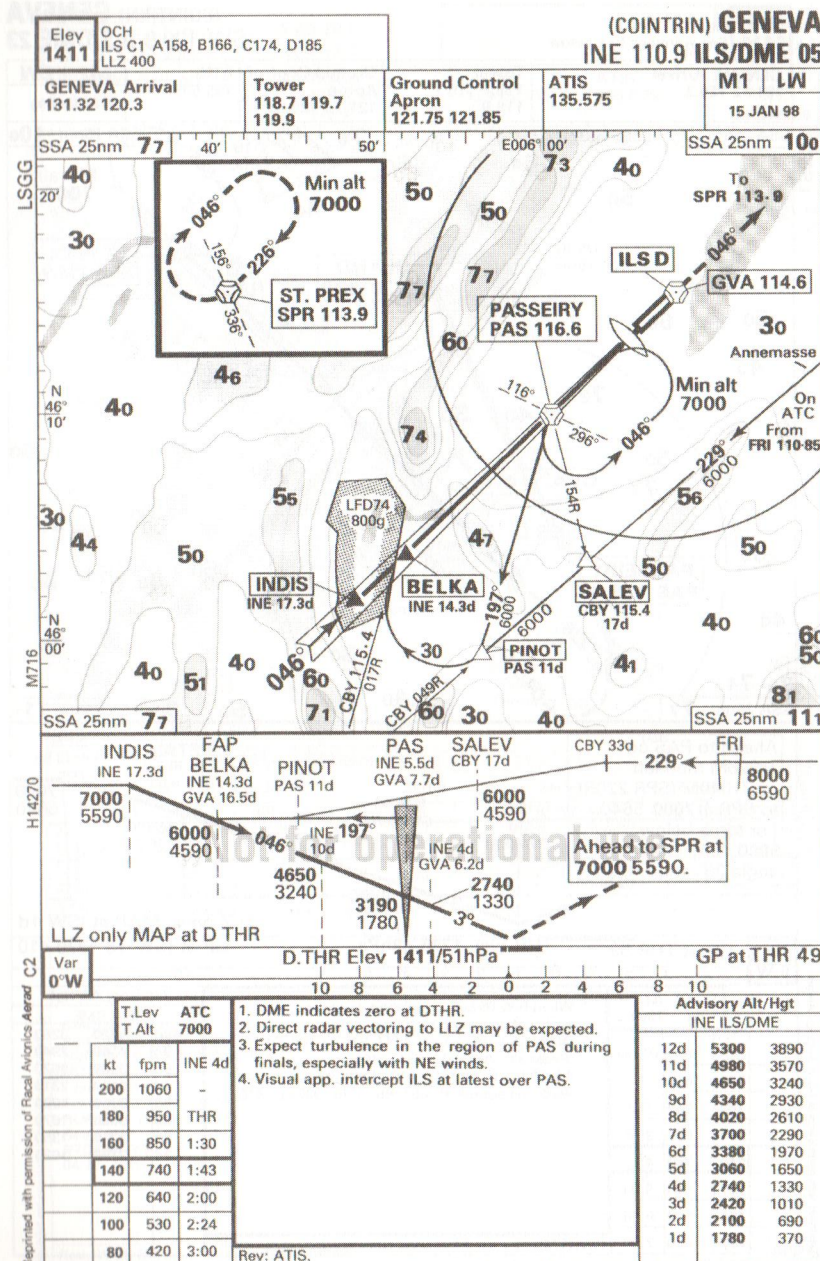
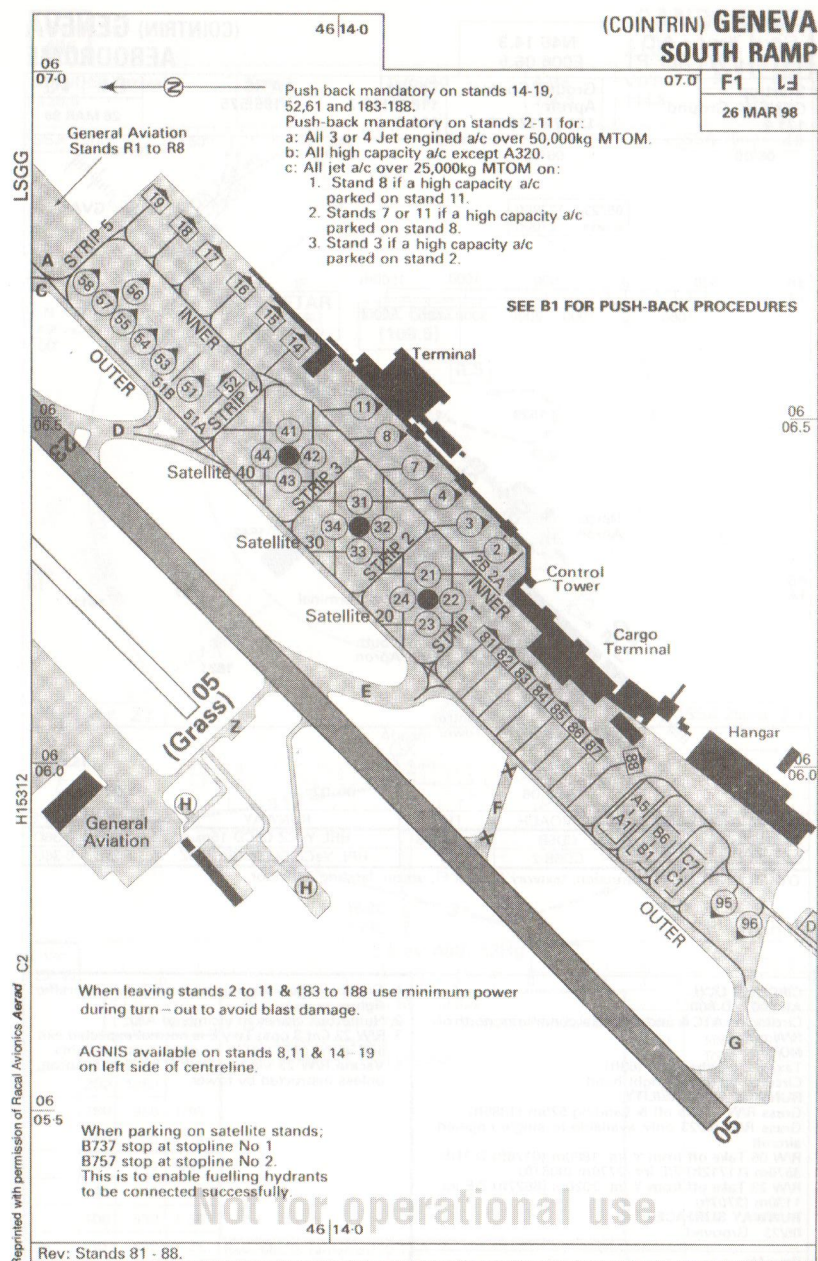


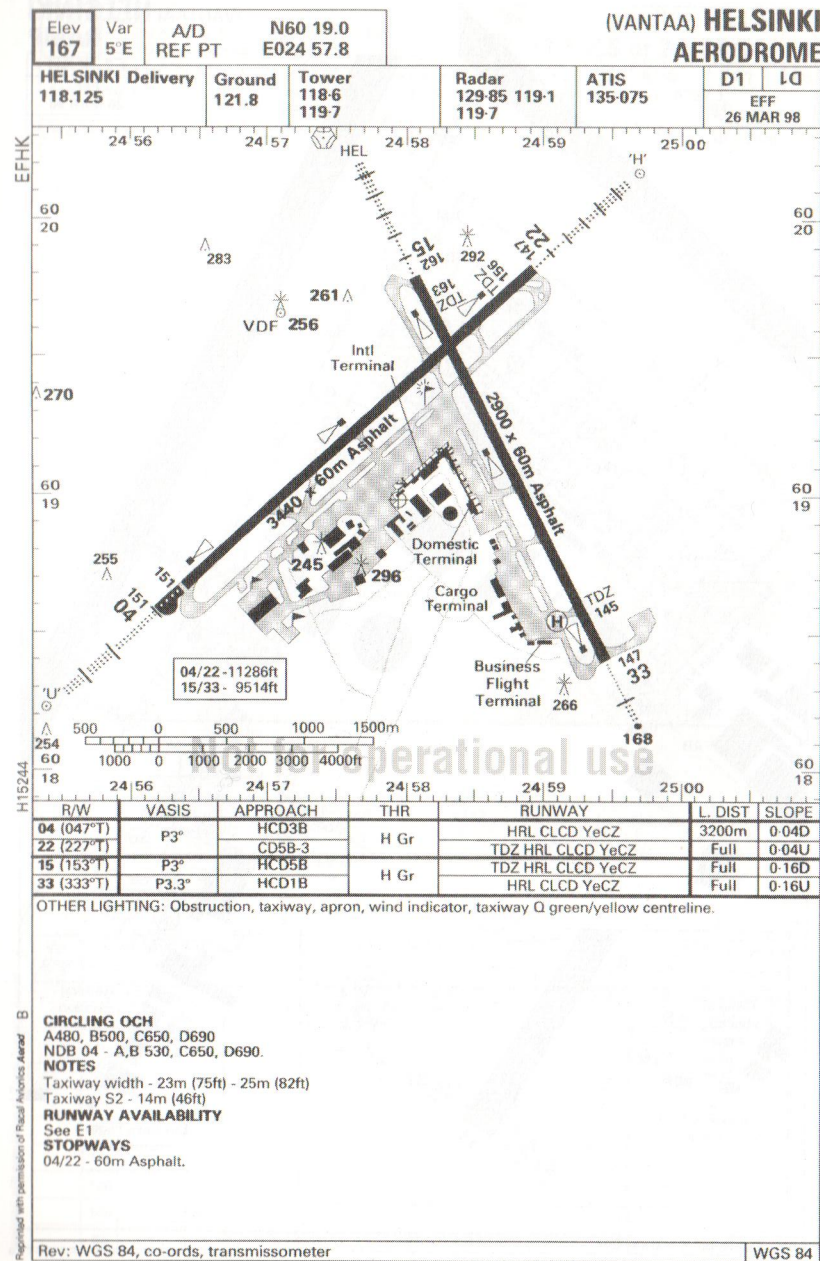
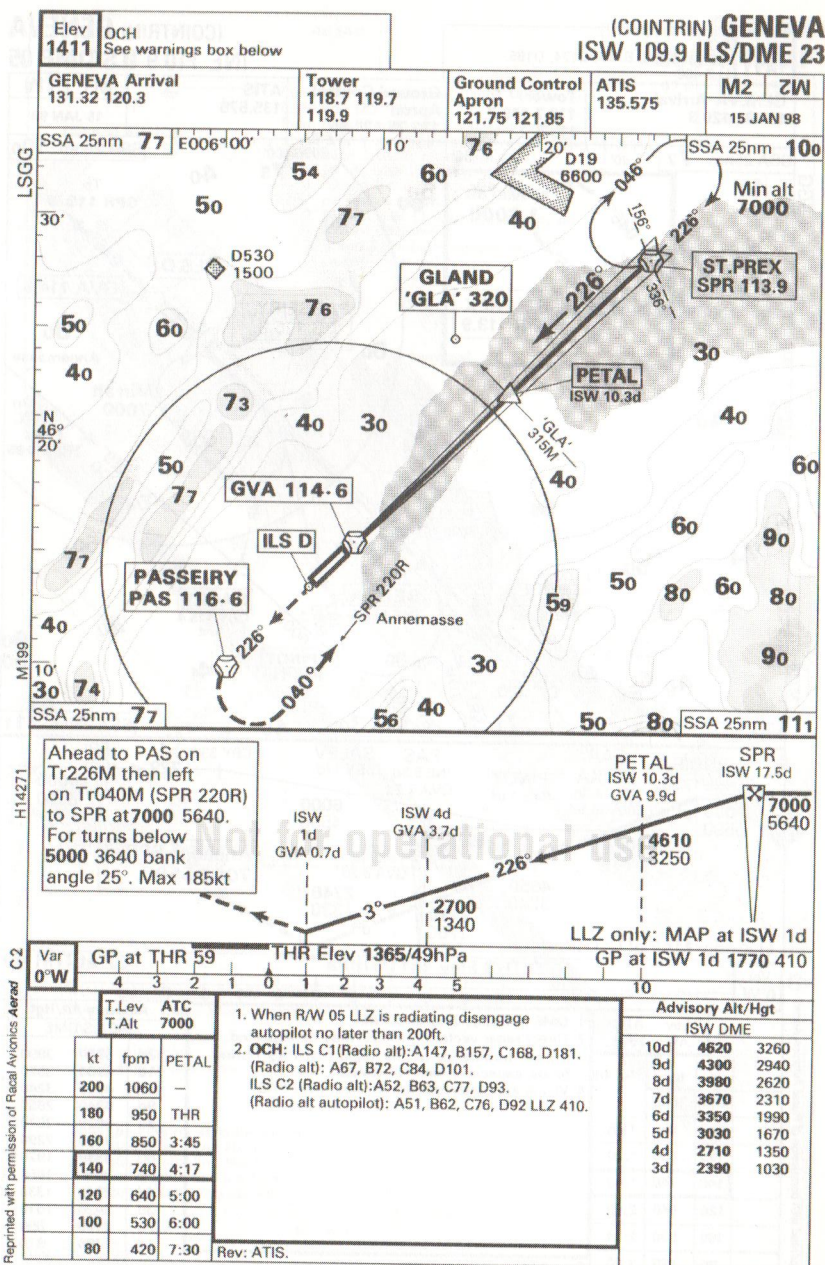
GANDER INTL
I GN 109.9 ILS 13

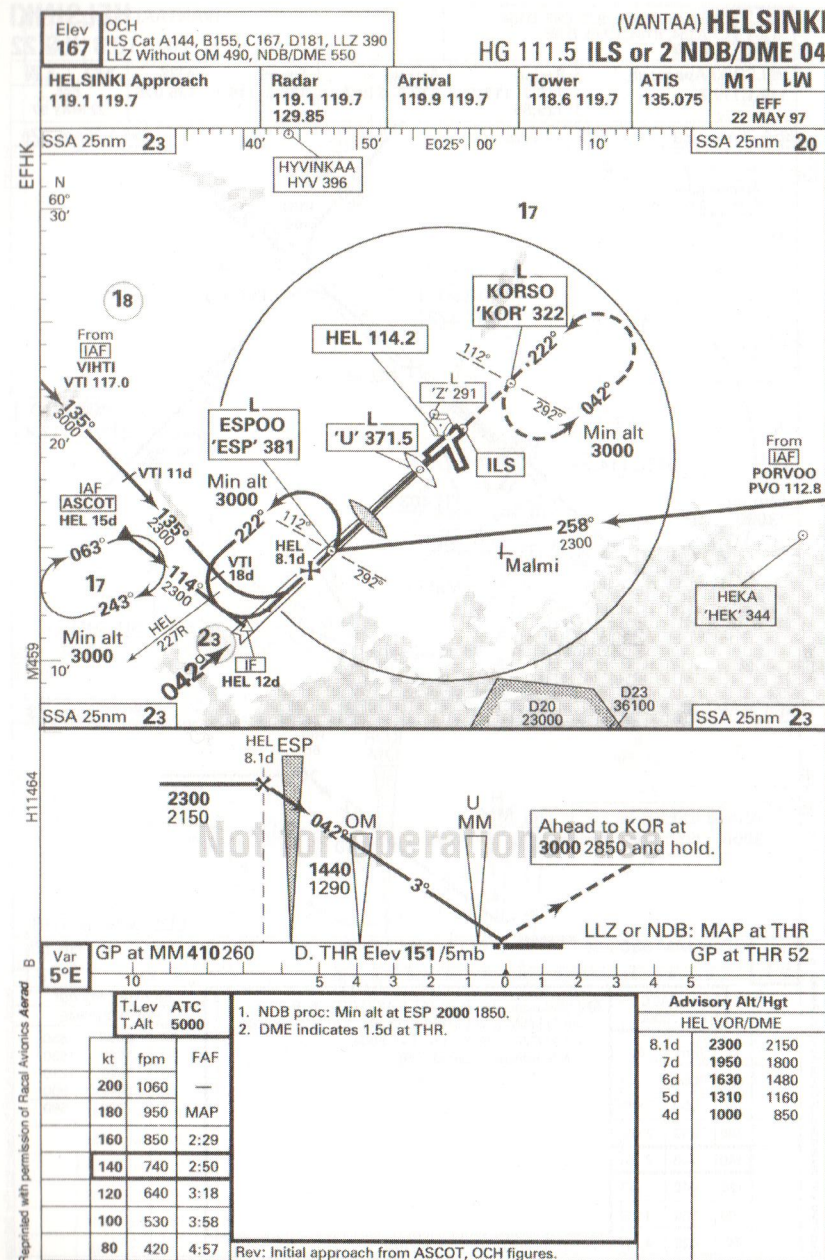
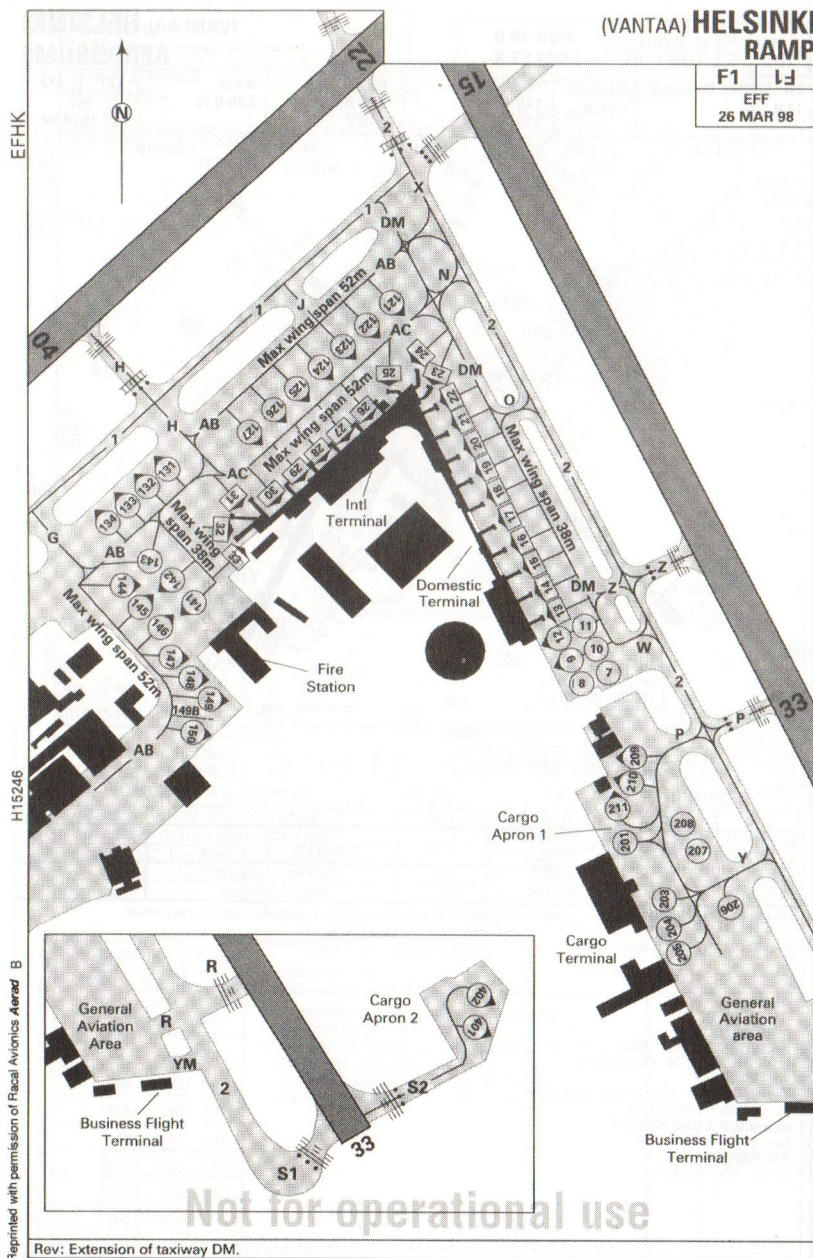


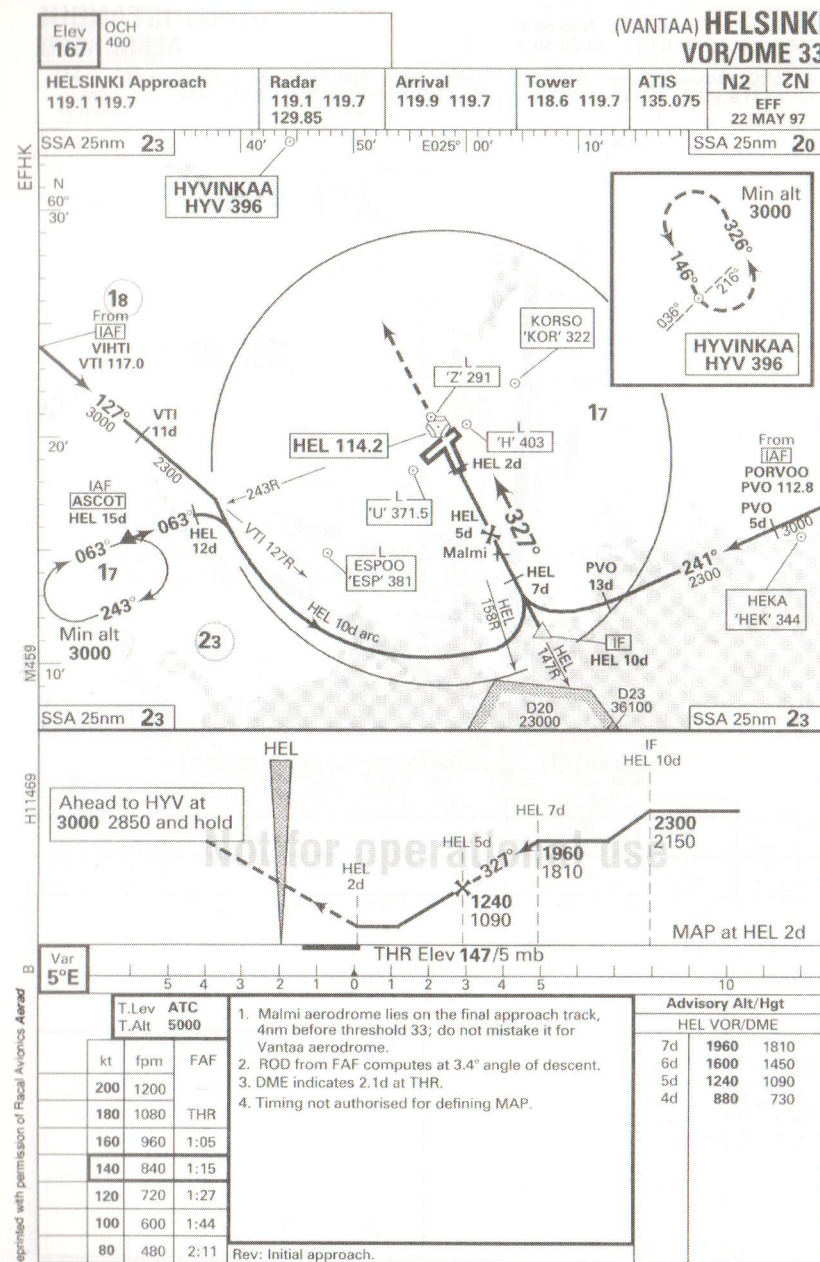
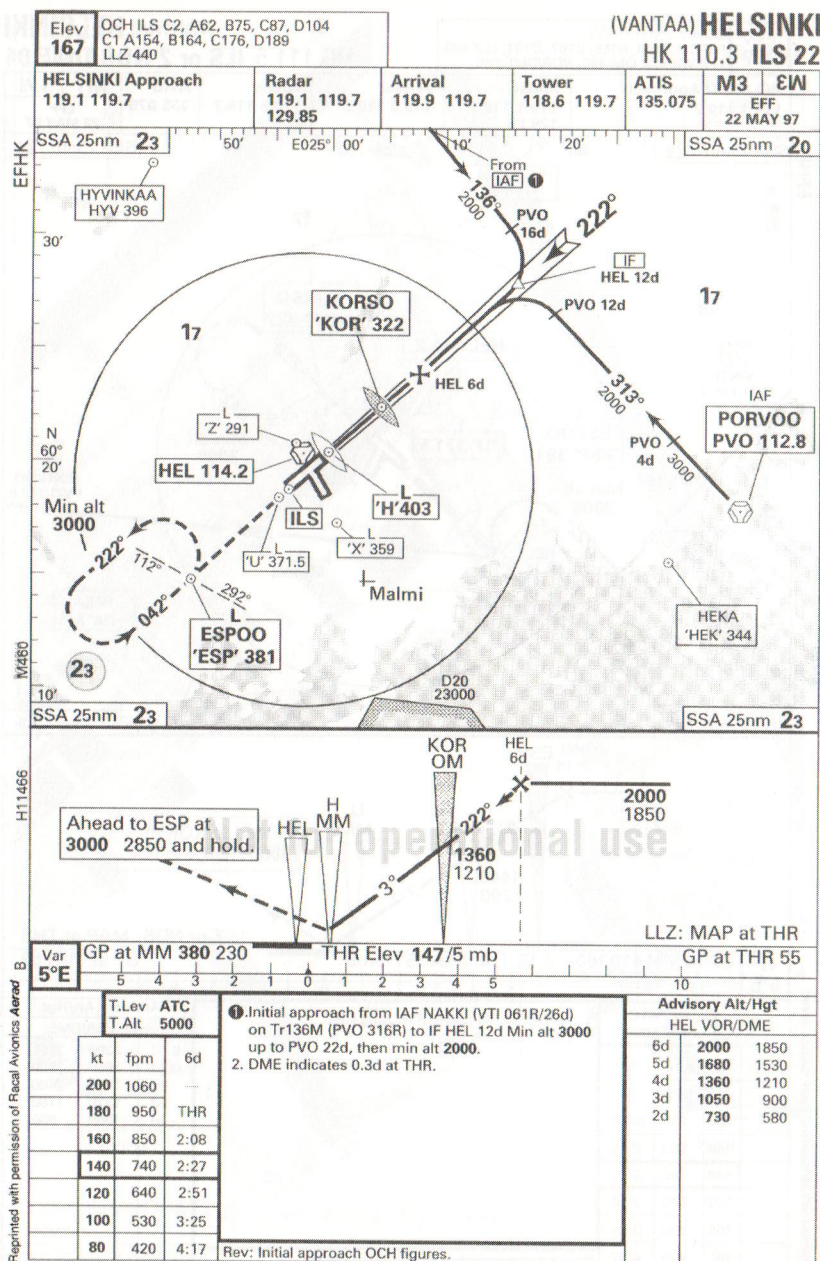
(COINTRIN) **GENEVA**
AERODROME

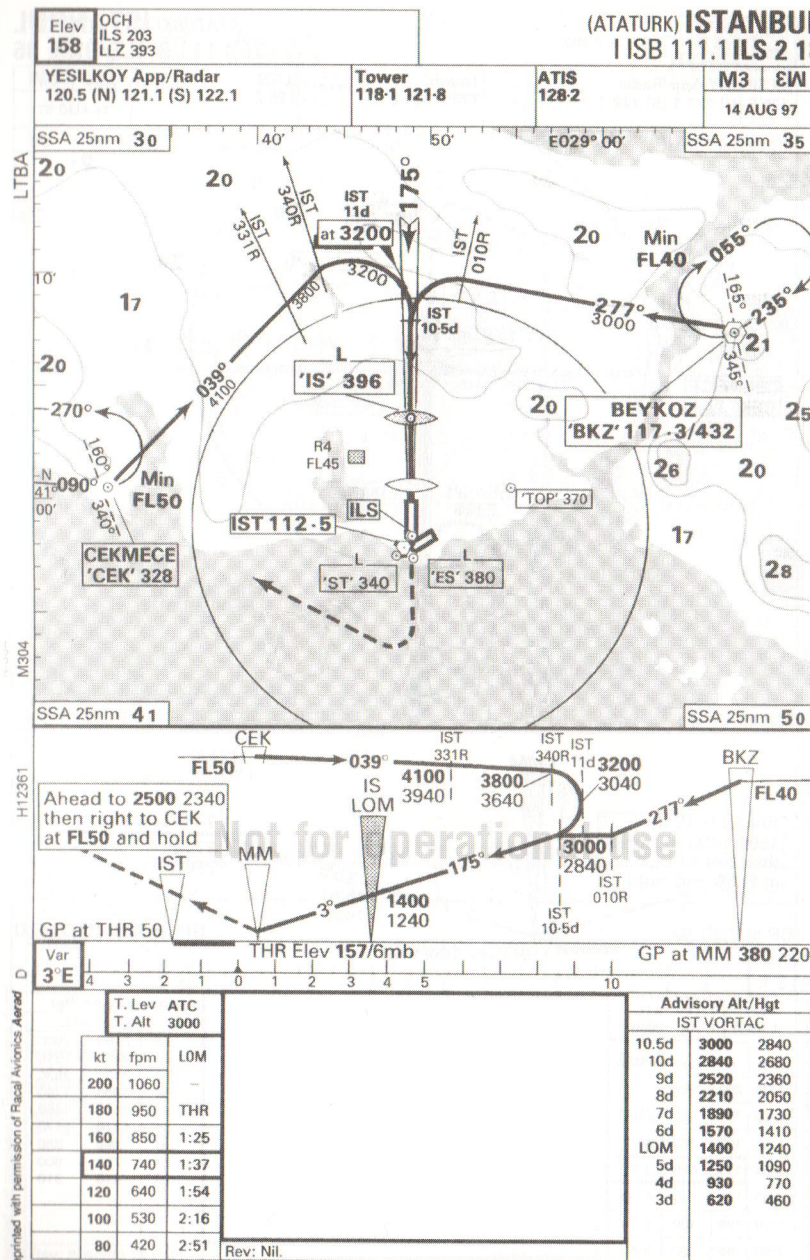
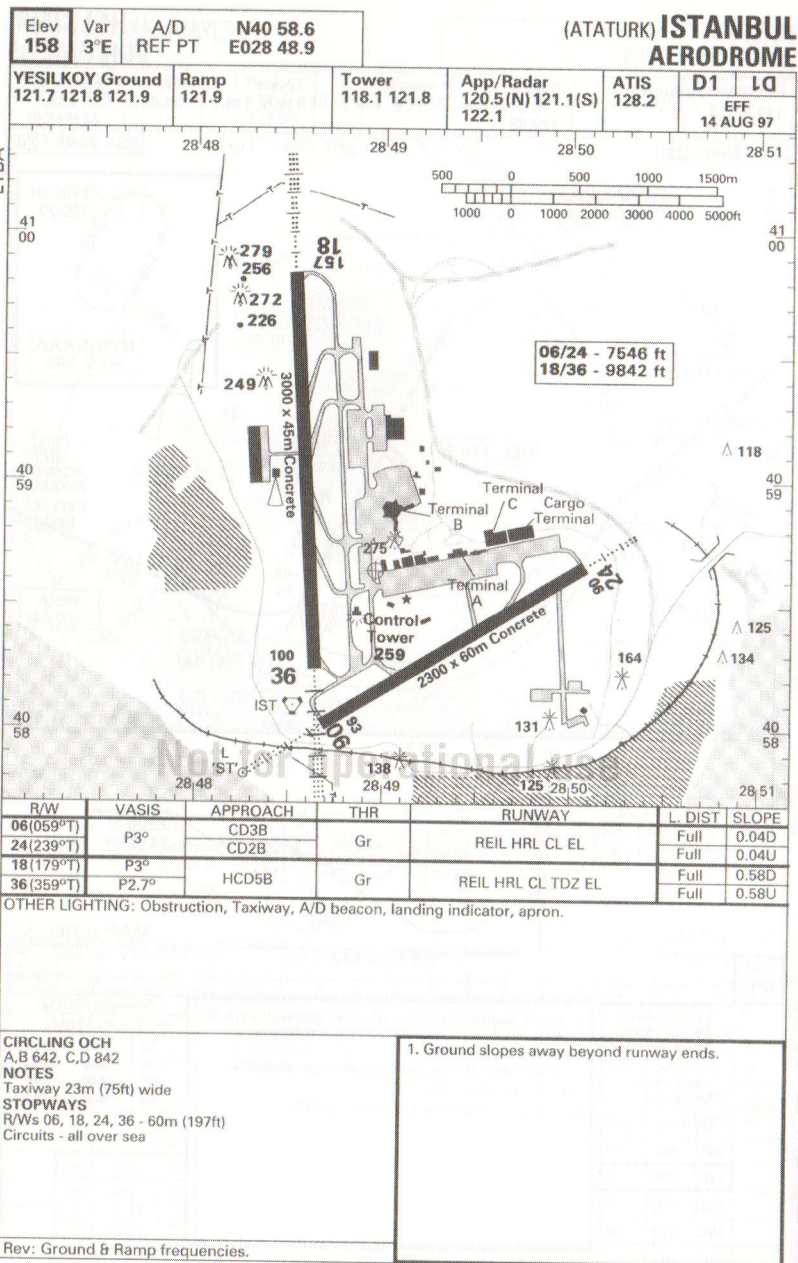


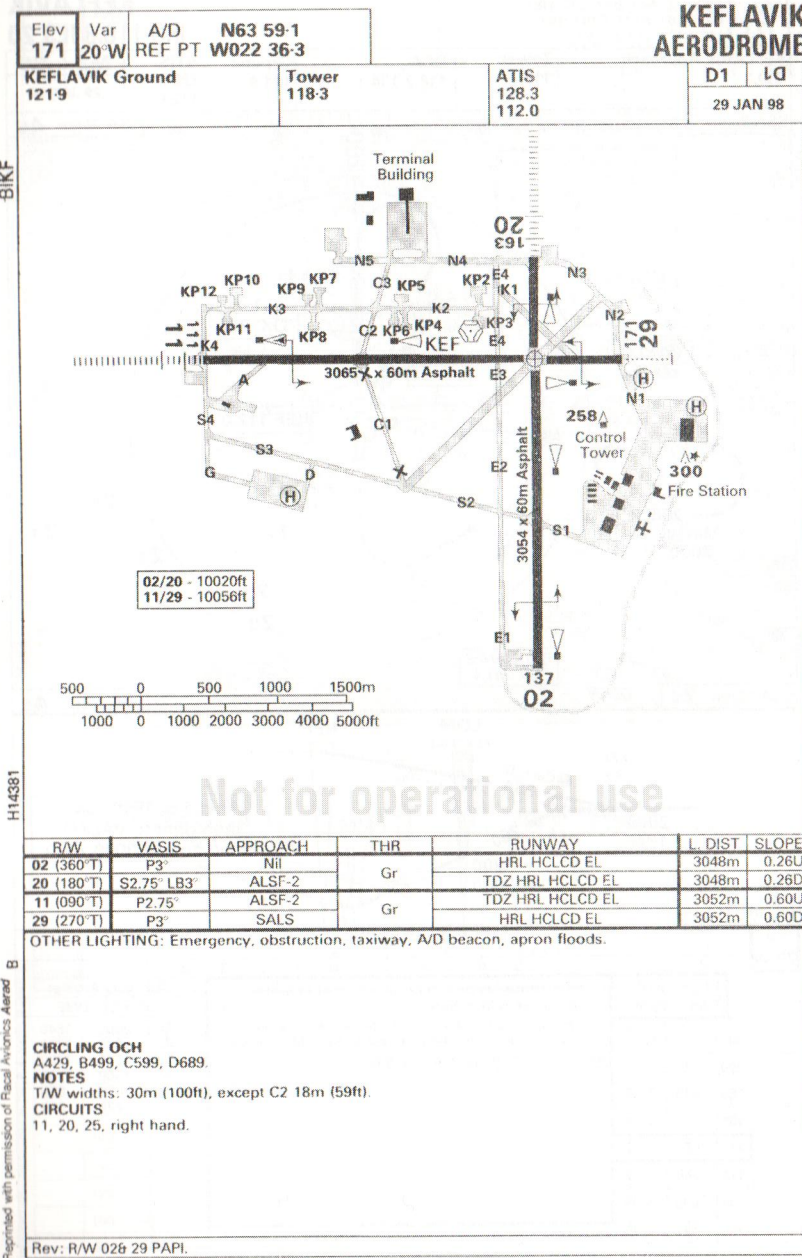
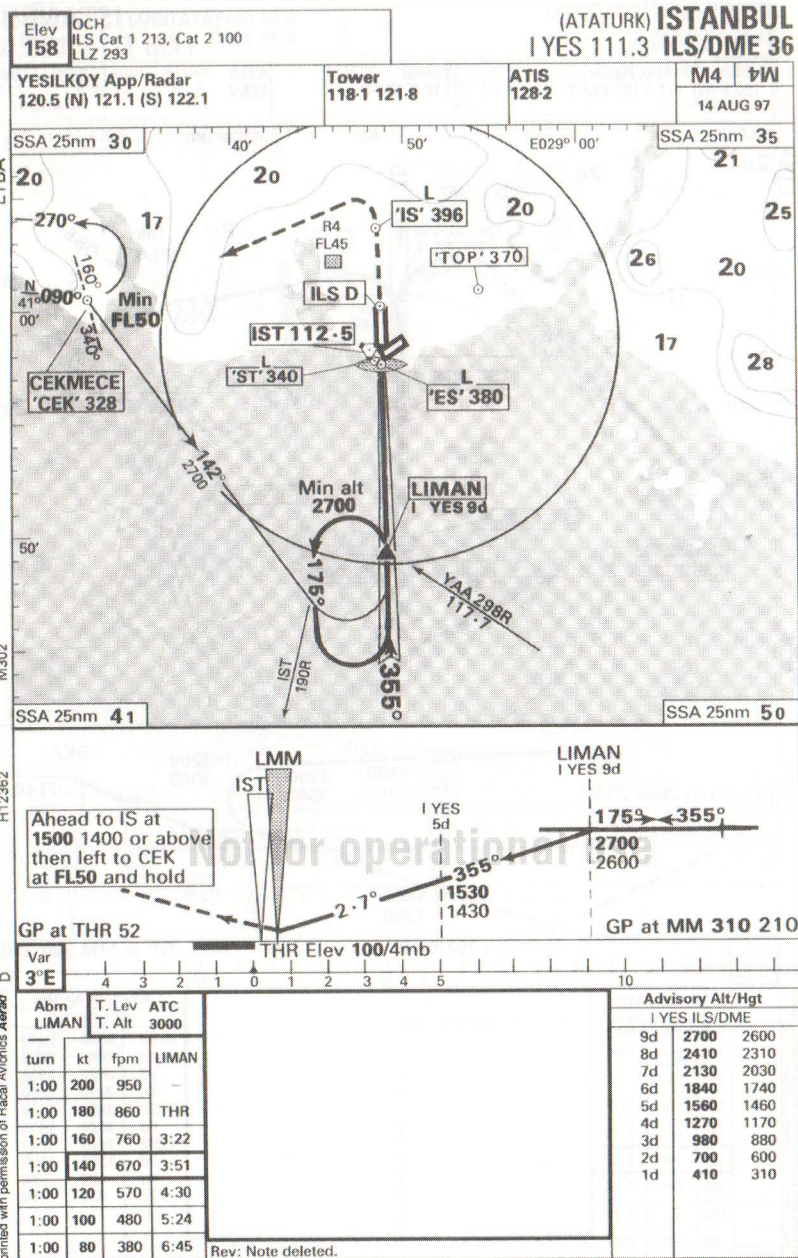


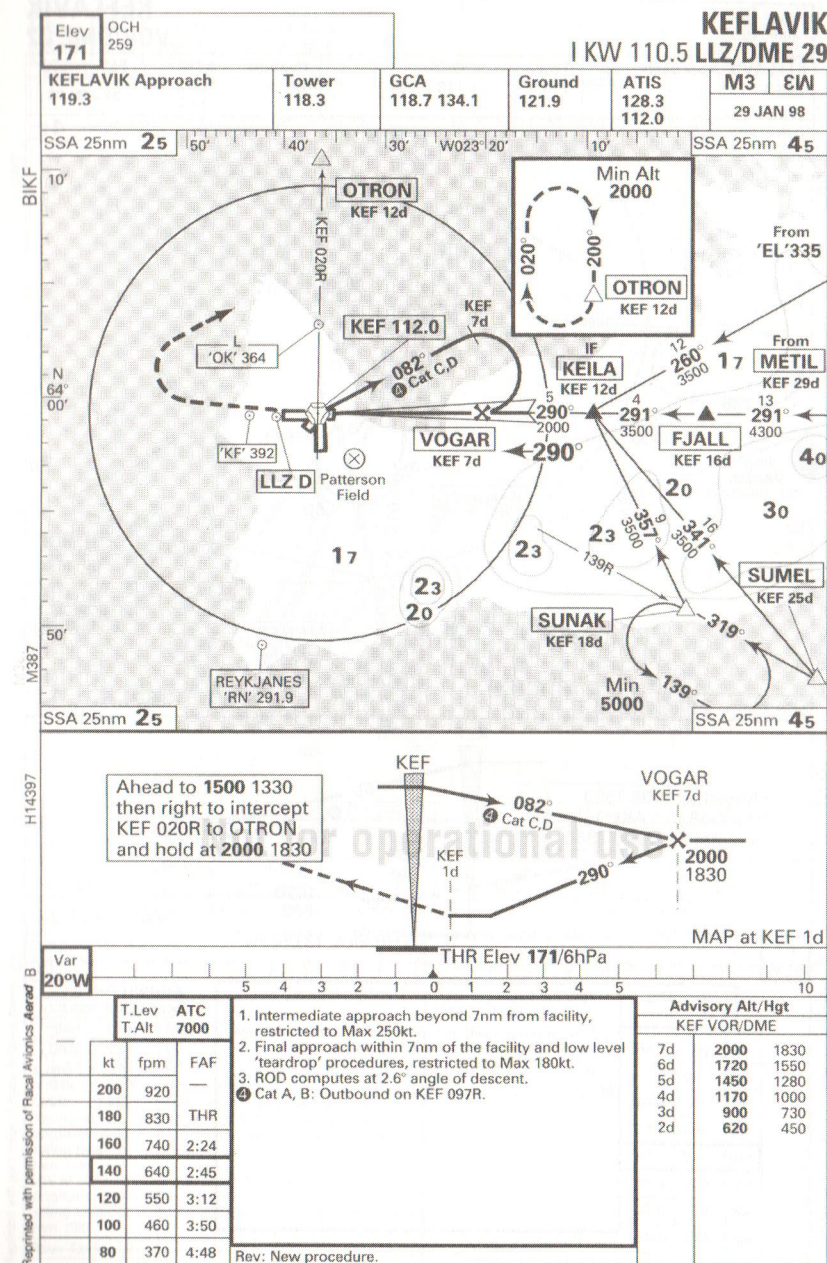
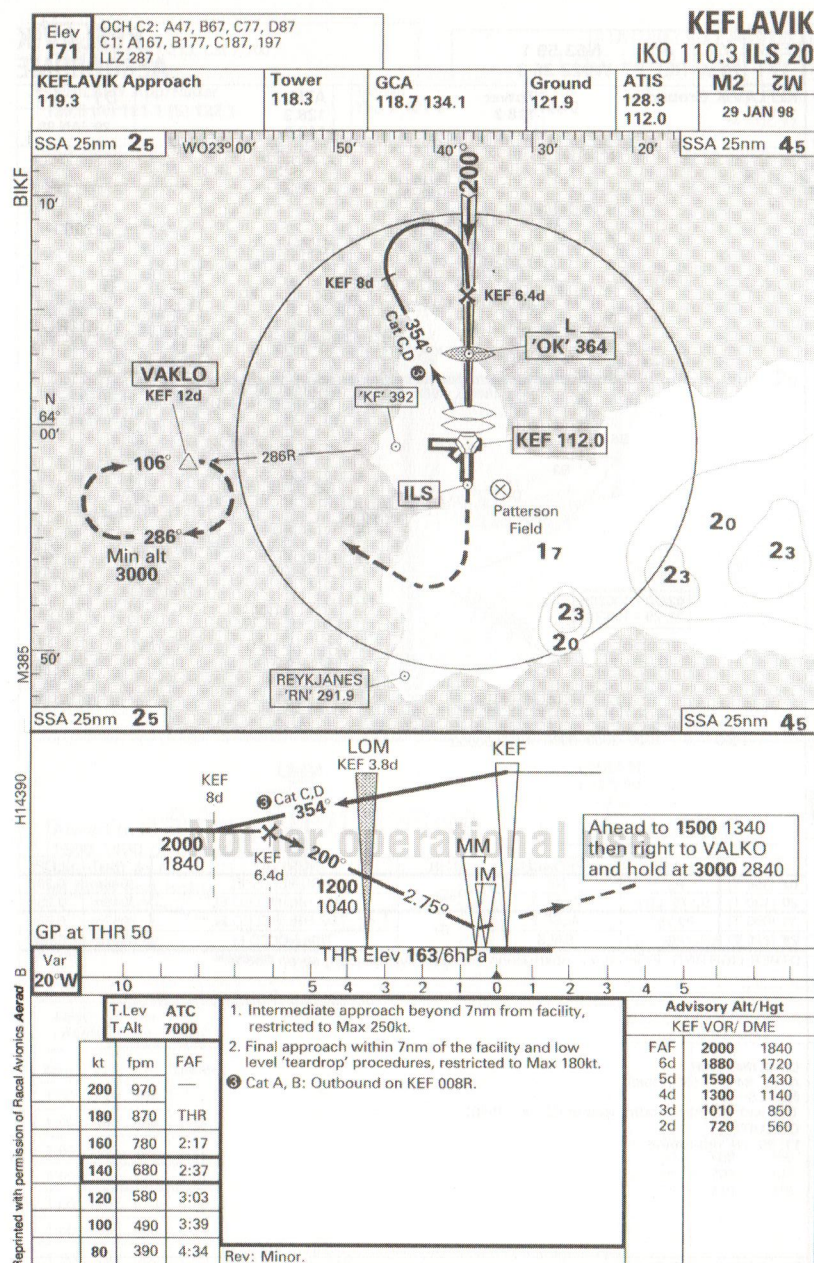


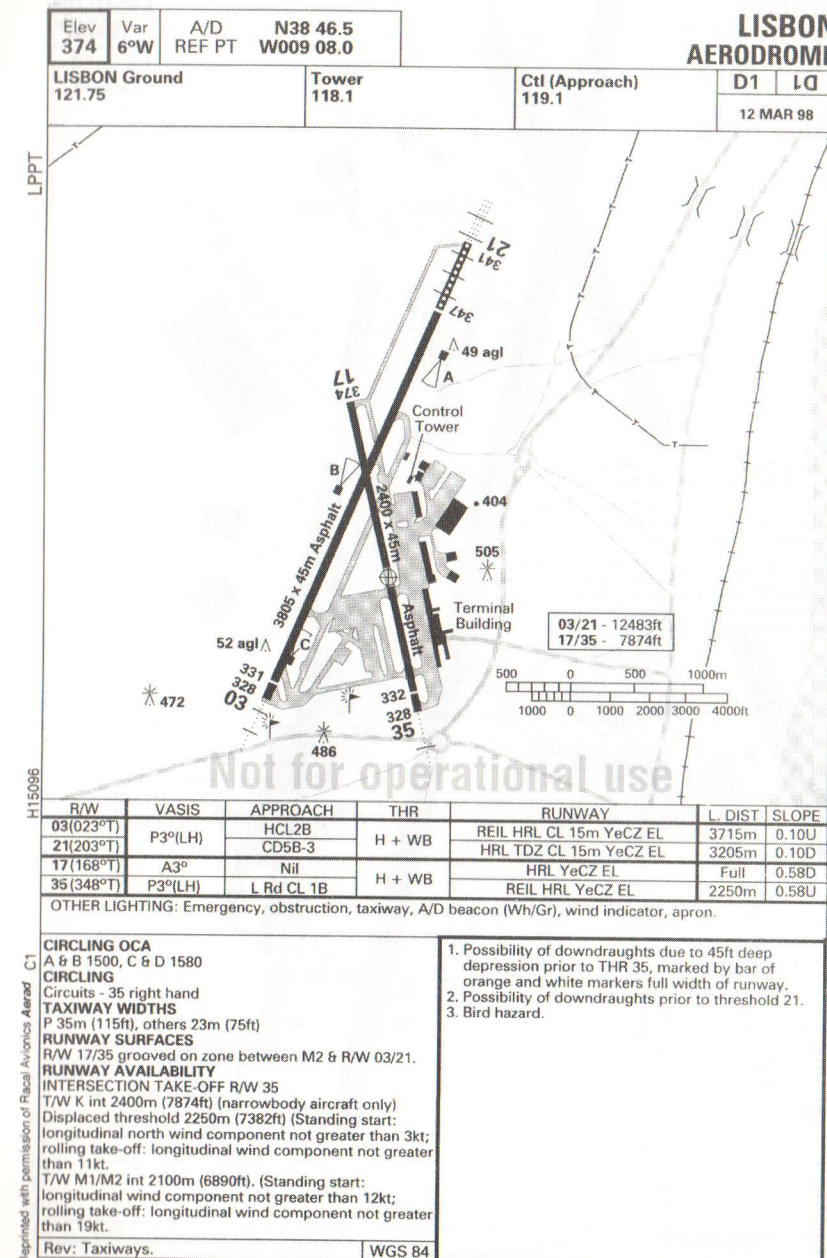
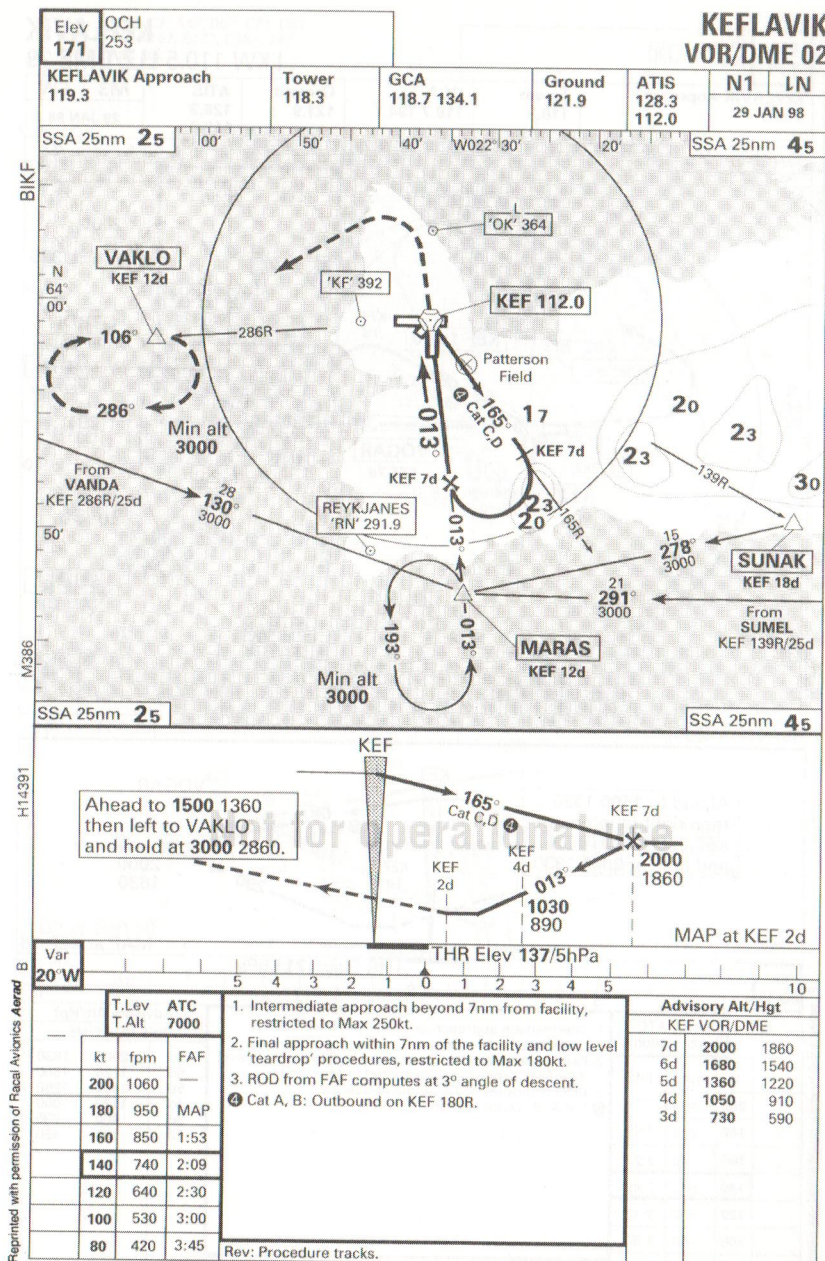


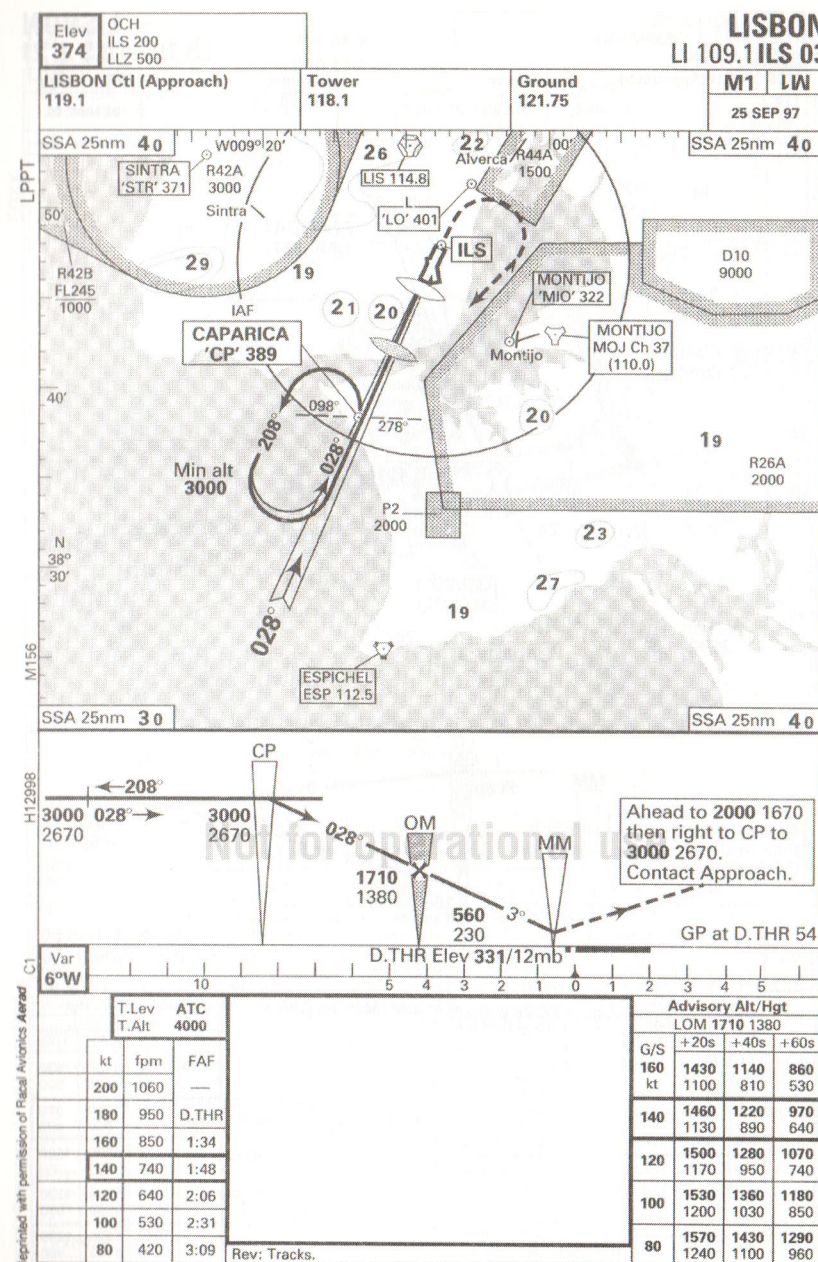
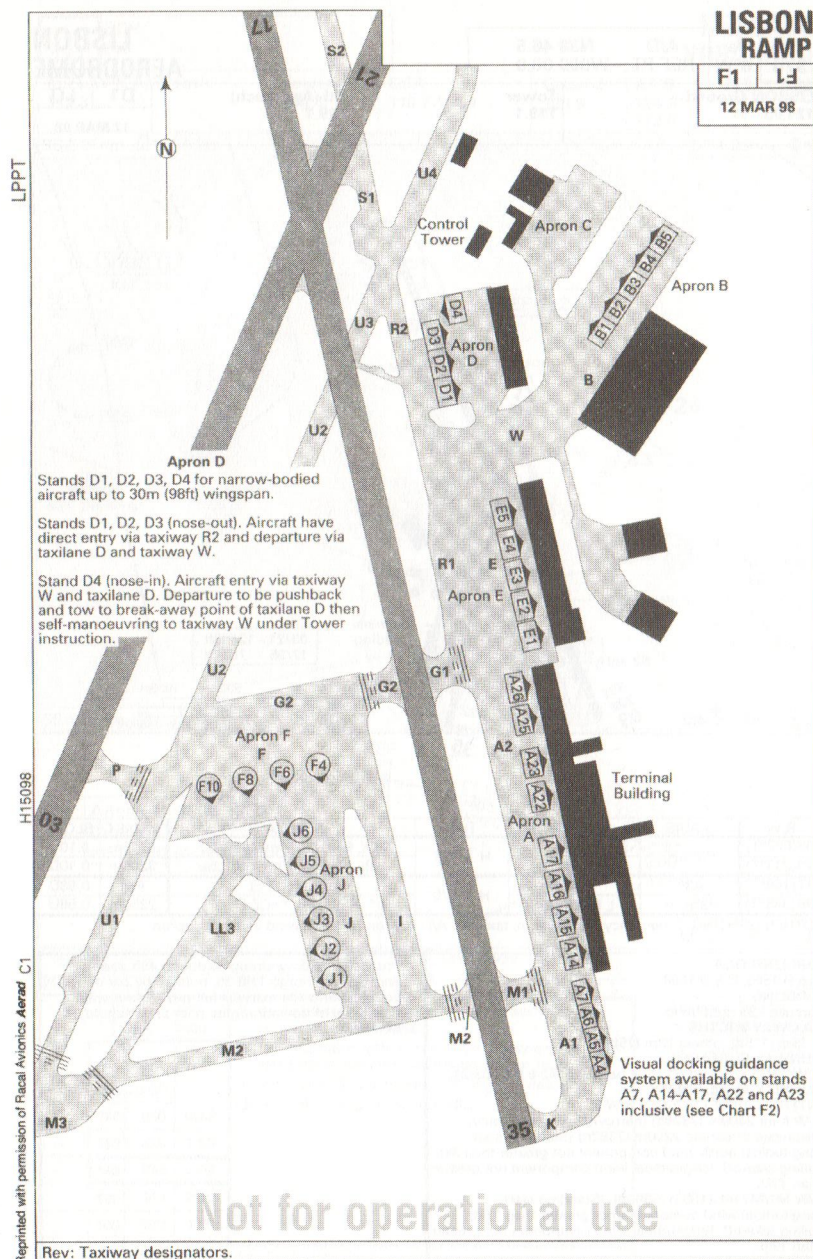


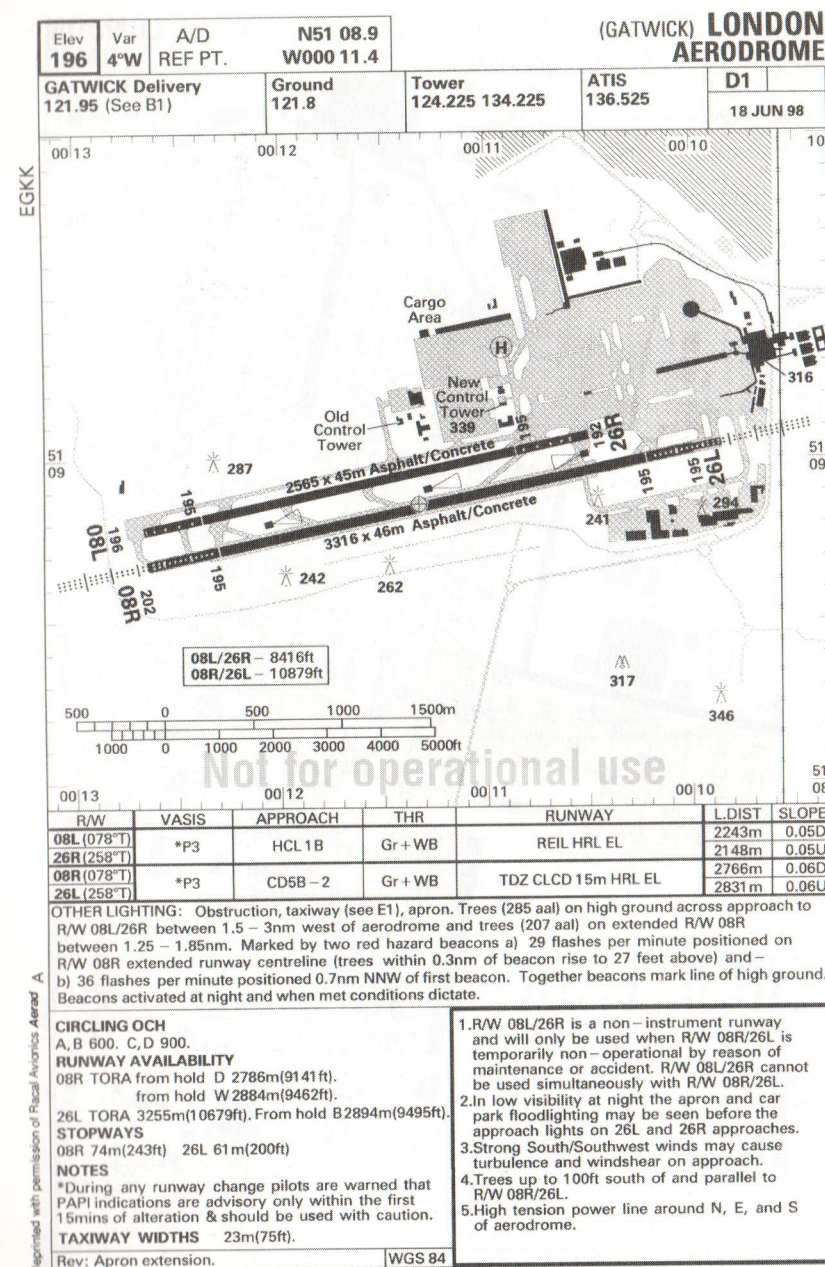
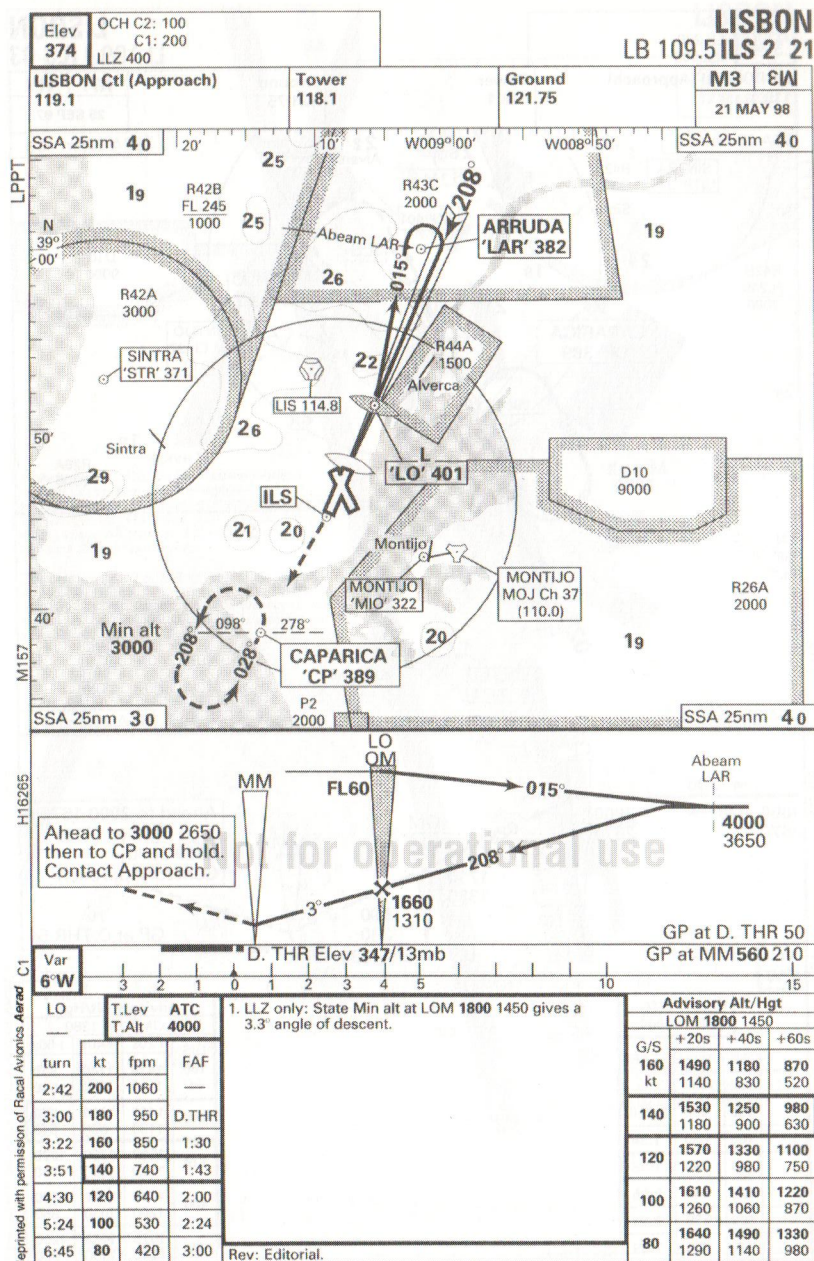


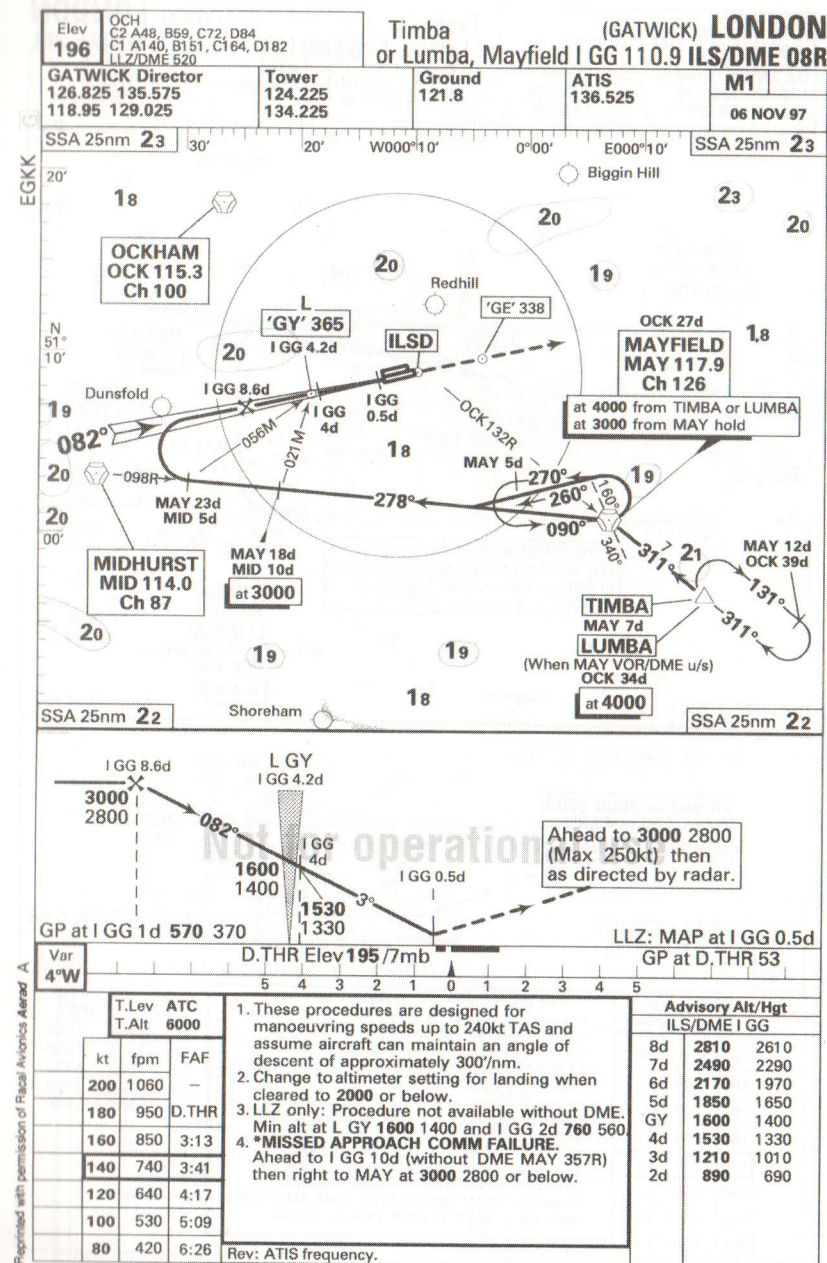
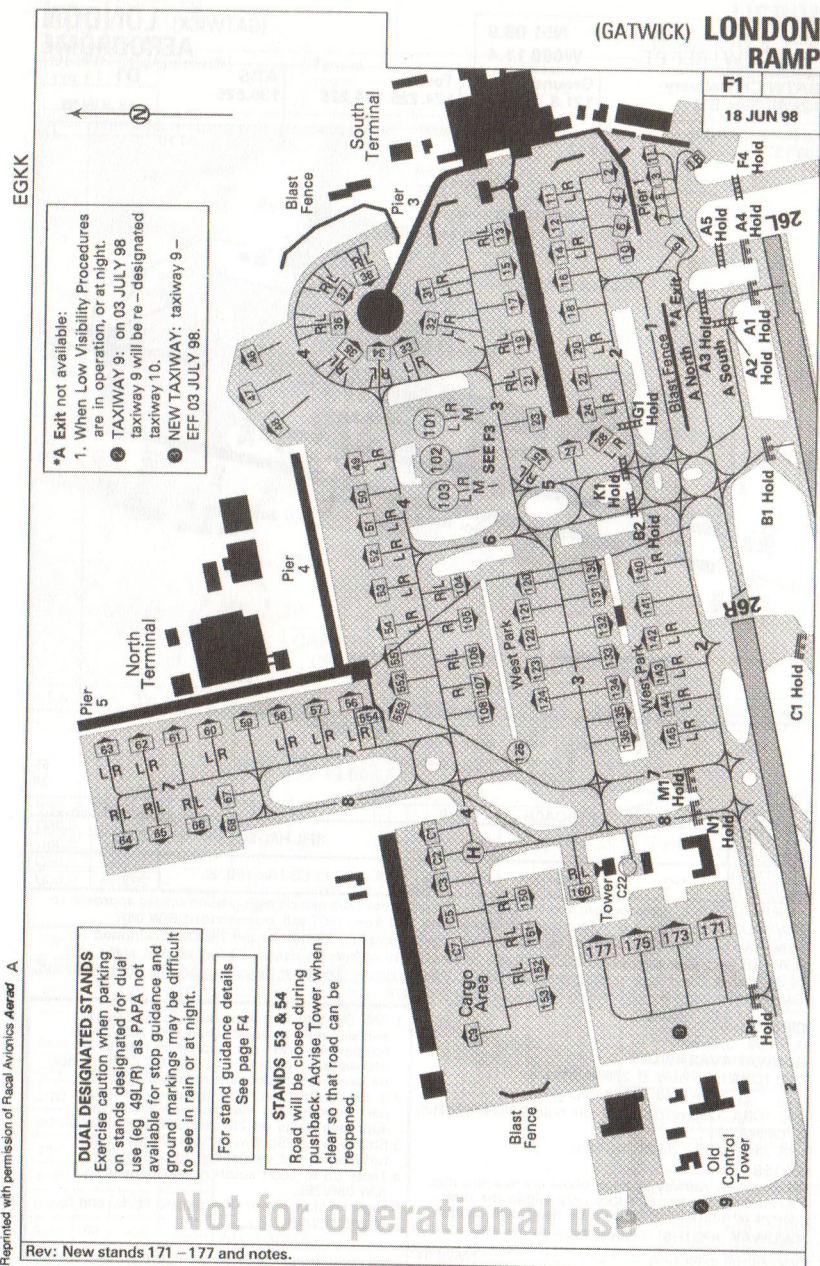


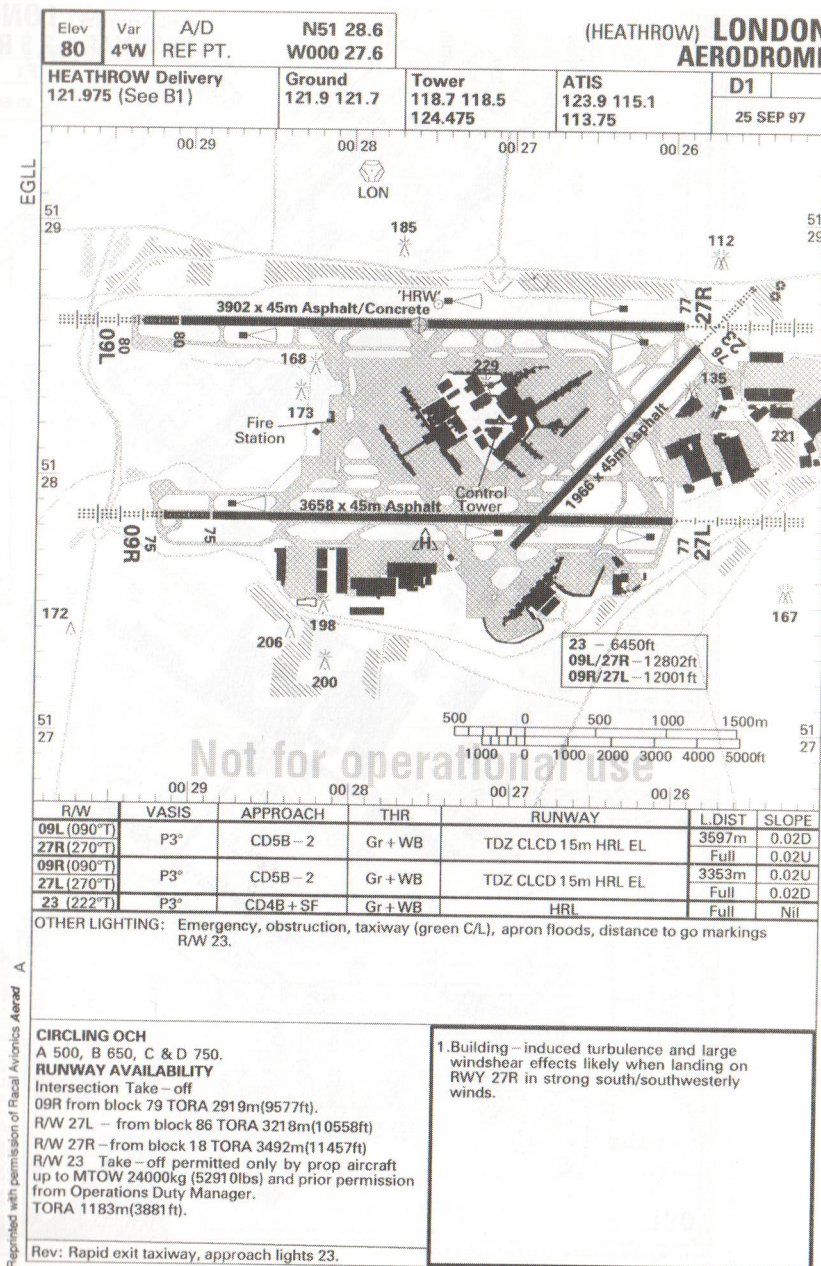
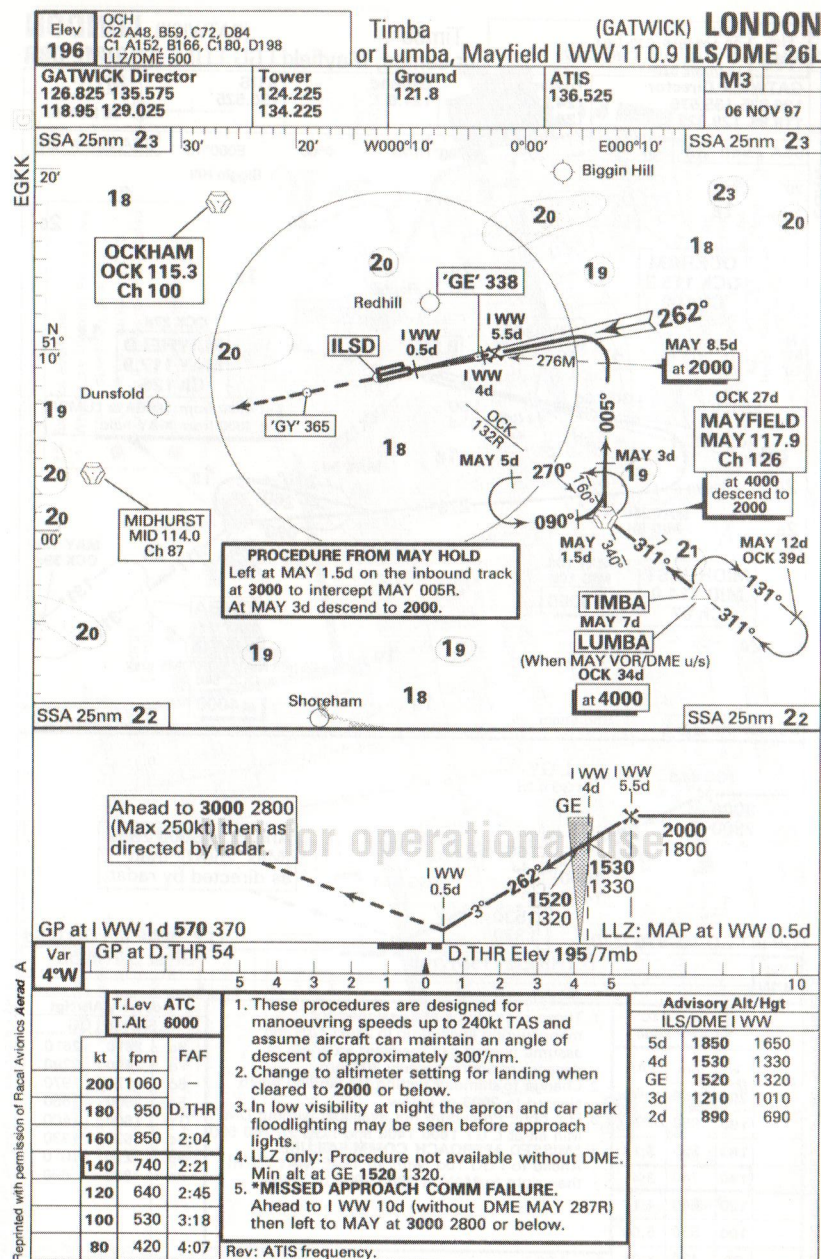


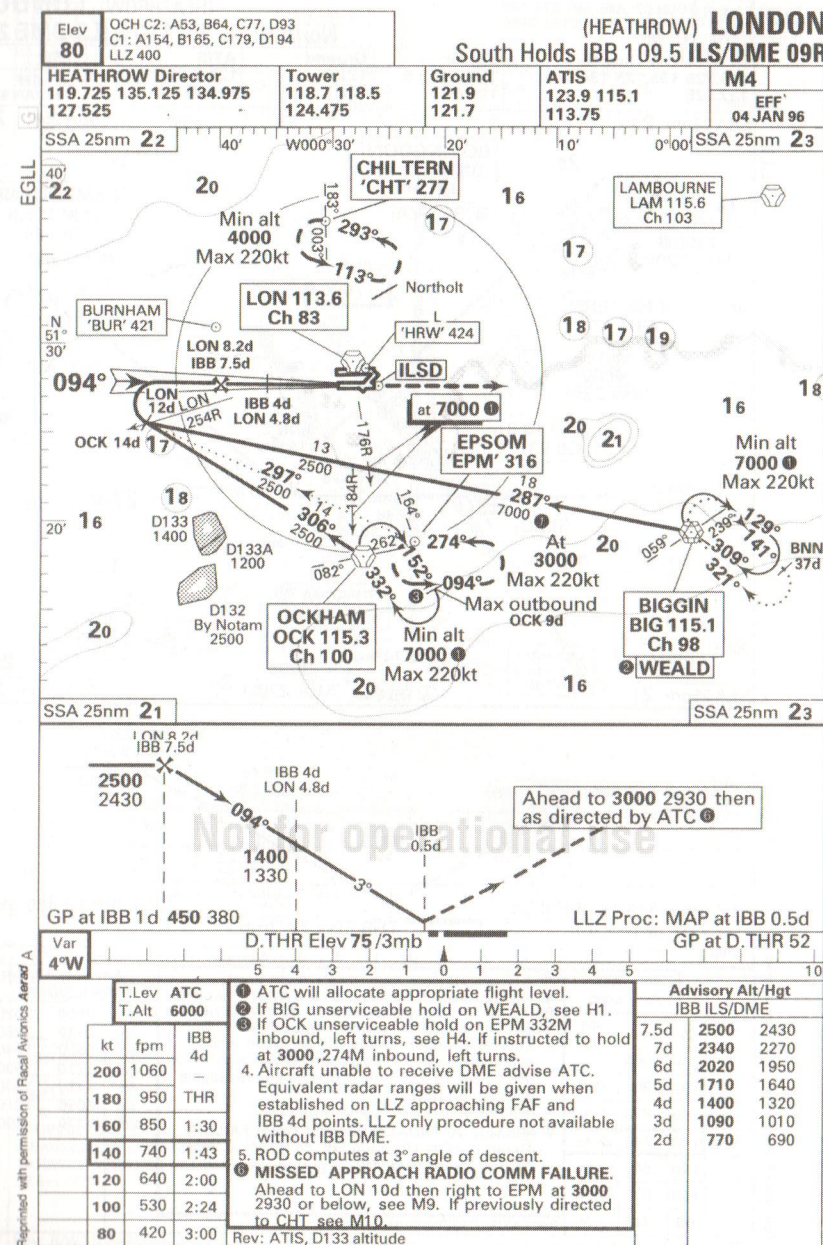
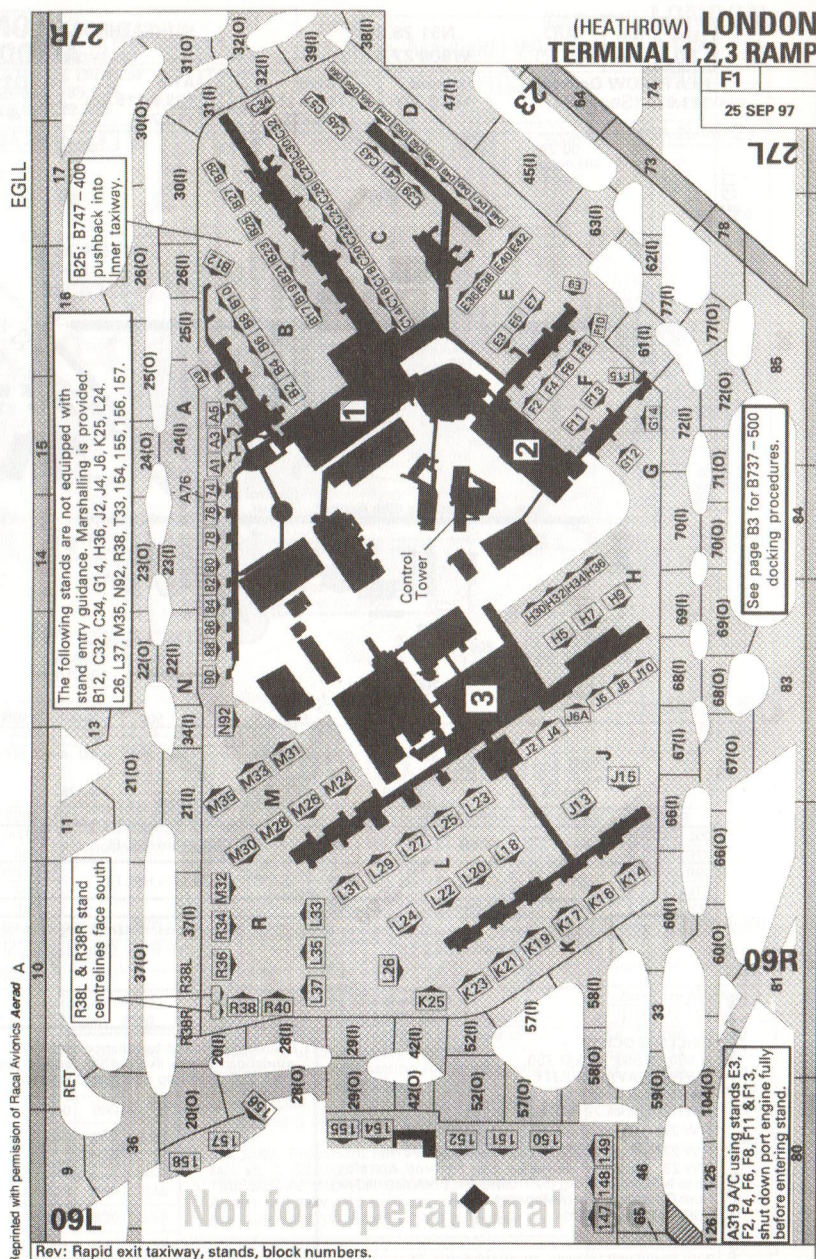


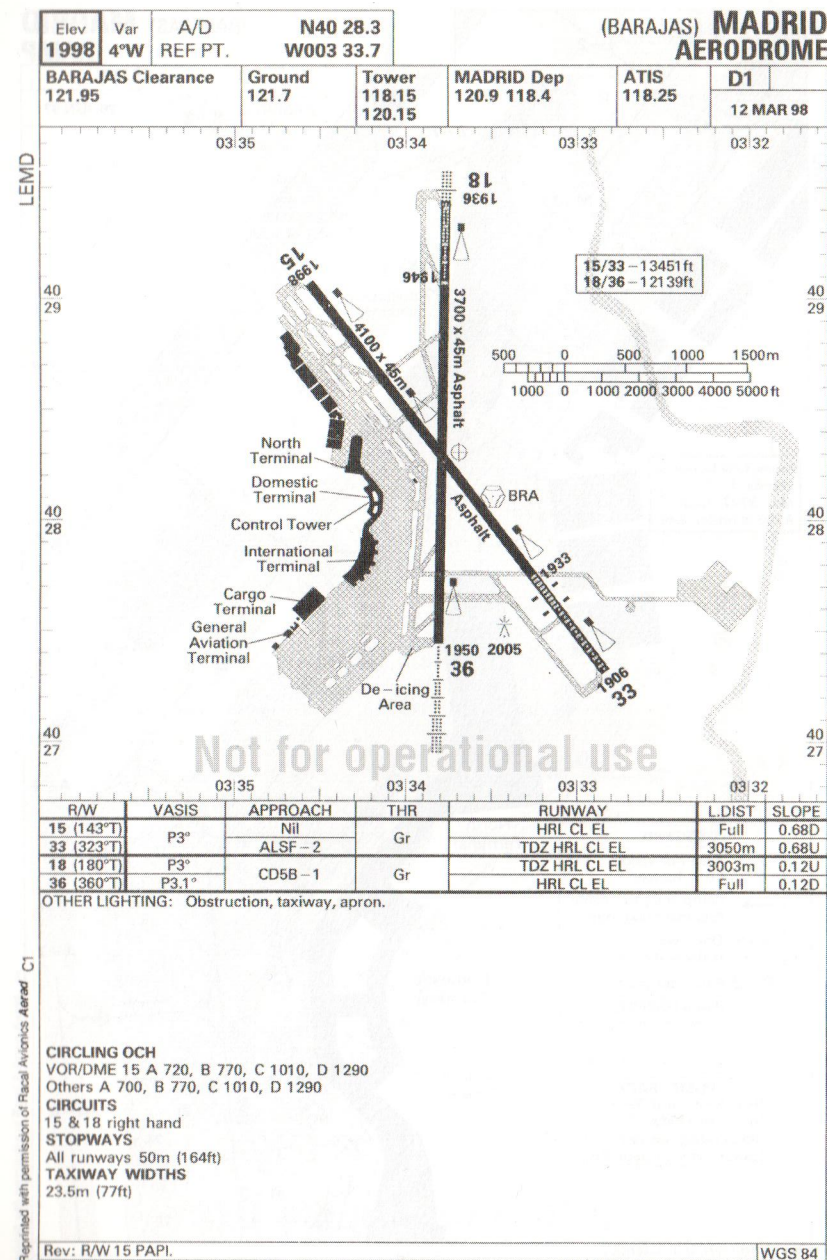
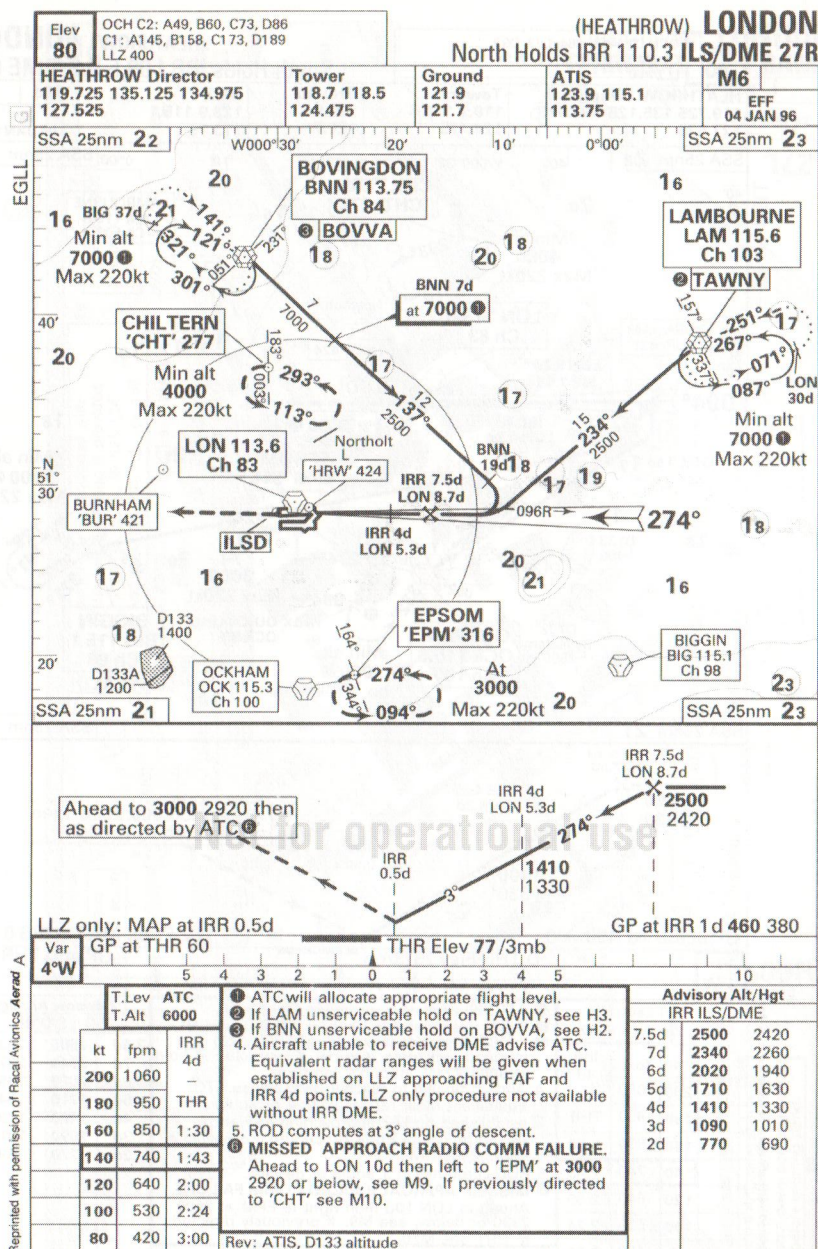


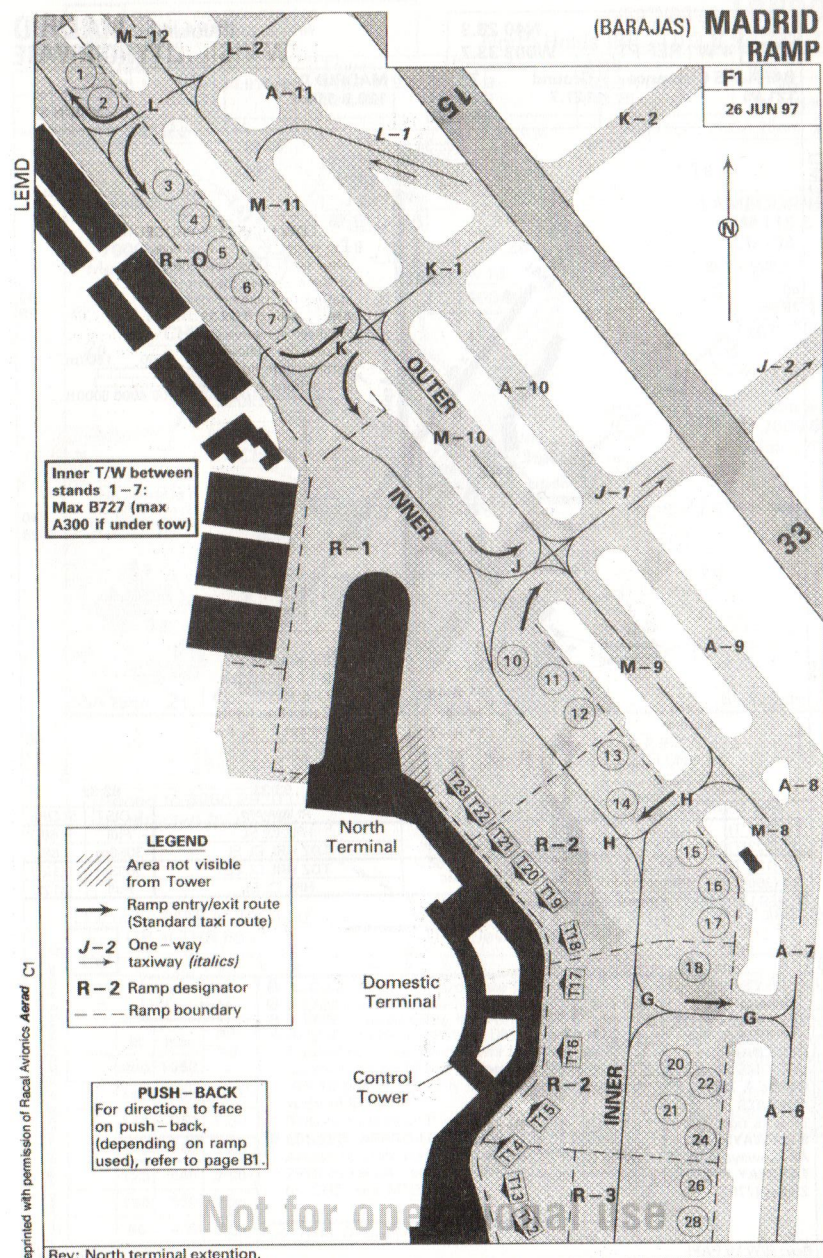






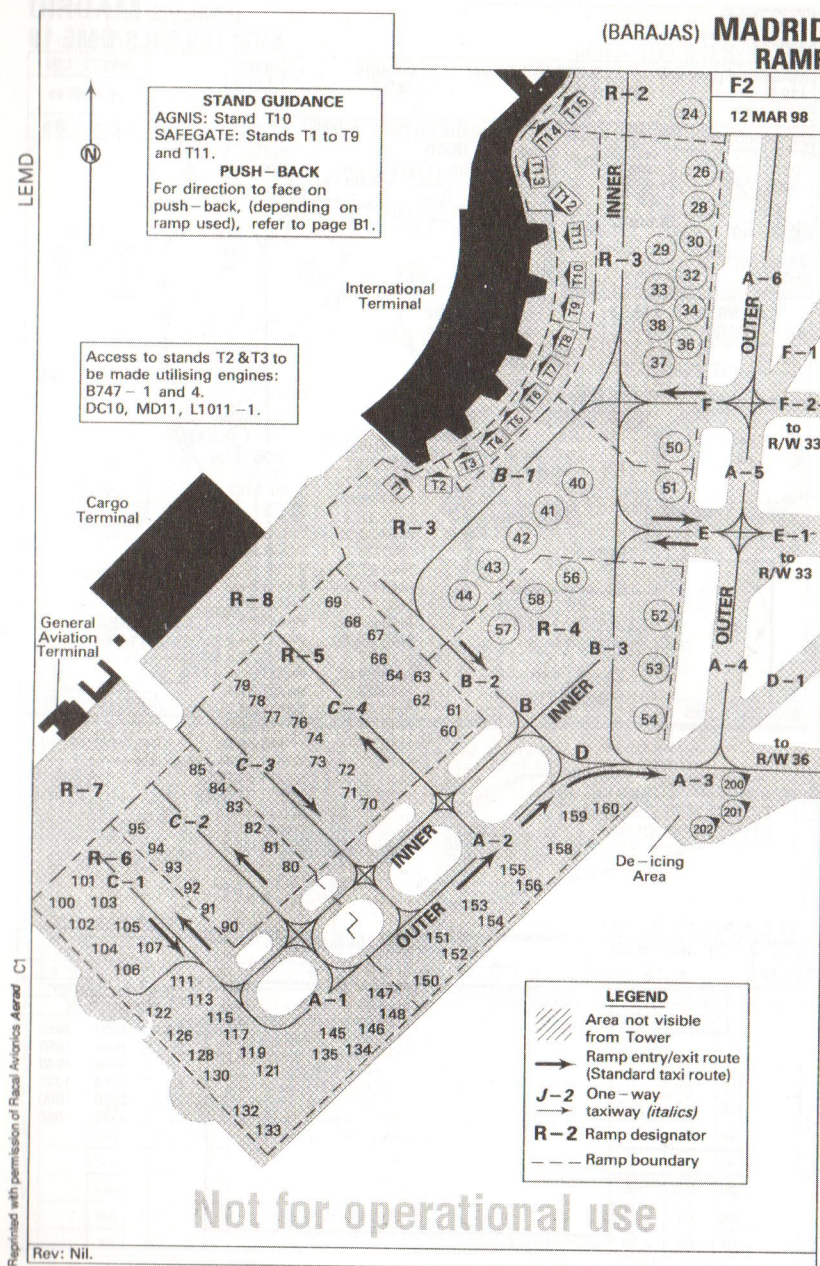






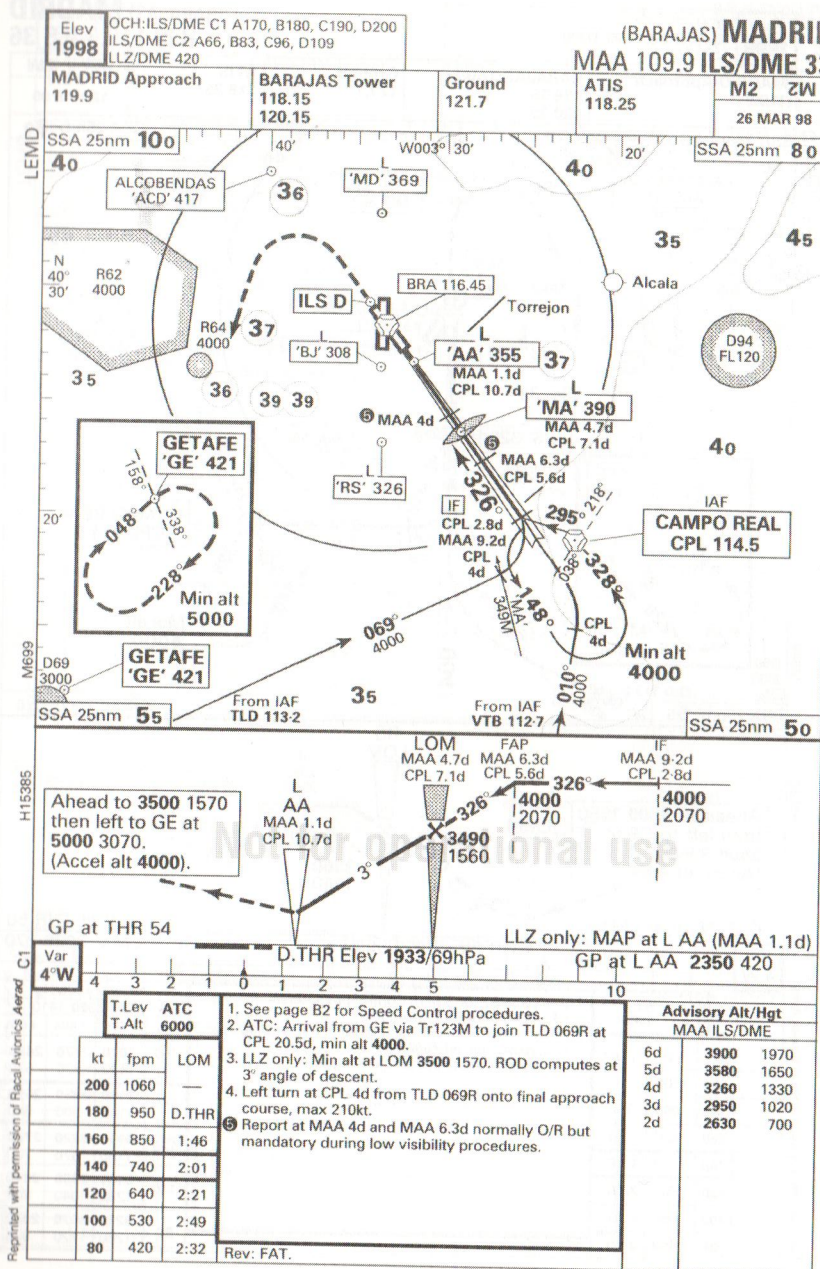
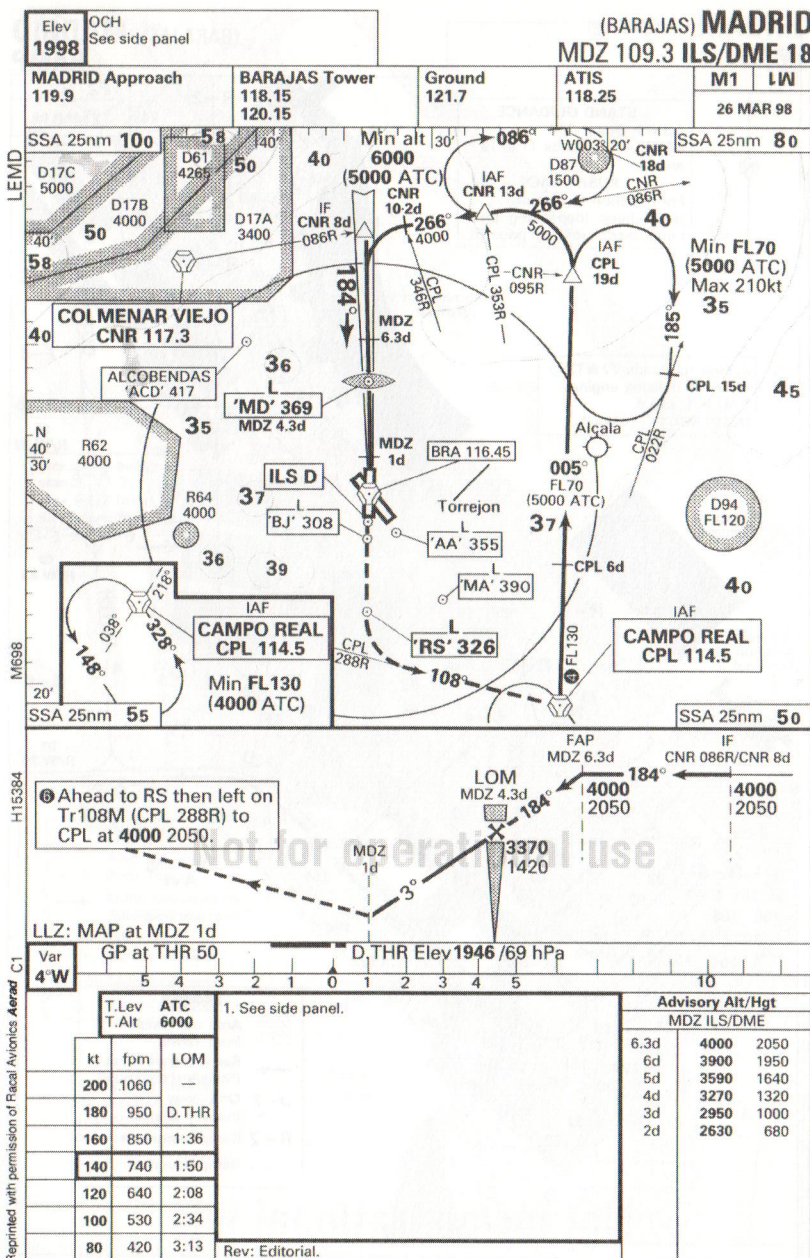
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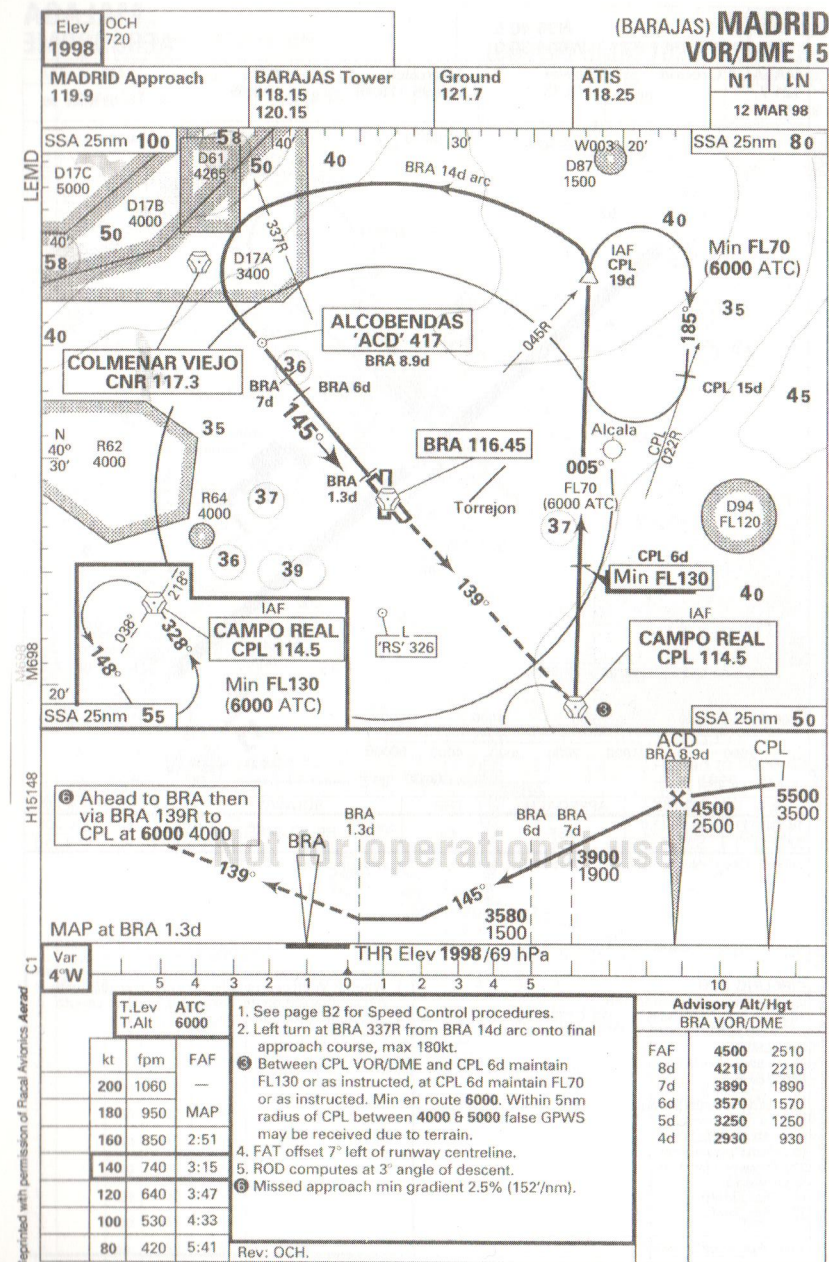
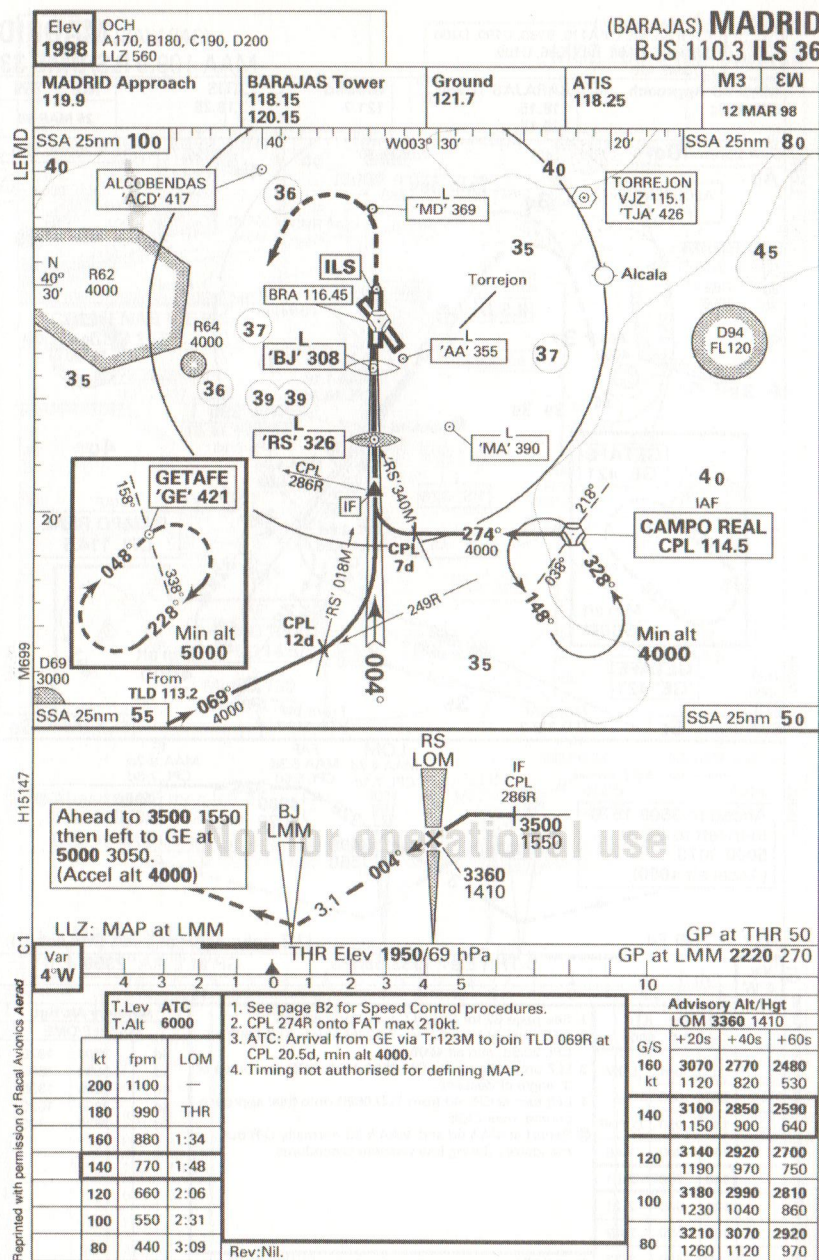
Rev: North terminal extension.



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Rev: Nil.





Elev 51	Var 4°W	A/D REF PT	N36 40.5 W004 30.0
MALAGA Ground 121.7		Tower 118.15	Approach 123.95 118.45
		ATIS 118.05	D1 LD 07 MAY 98

MALAGA AERODROME

R/W	VASIS	APPROACH	THR	RUNWAY	L. DIST	SLOPE
14 (131°T)	S3.2° L3.6°	ALSF-1	Gr	HRL CL CD EL	Full	0.20D
32 (311°T)	S3° L3.5°				Full	0.20U

OTHER LIGHTING: Emergency, obstruction, taxiway, apron, wind indicator.

CIRCLING OCH
(Sector 306° clockwise to 146°)
14 & 32 - ILS/DME A680, B1030, C1380, D1760
32 - NDB A/B1180, C1380, D1760

CIRCLING
North east of A/D only.

CIRCUITS
32 - Right-hand.

TAXIWAY DIMENSIONS
Widths 23m (75ft)

R/W AVAILABILITY
14 - Preferred take-off.
32 - Preferred landing.

STOPWAYS
14 - 75m (246ft)
32 - 75m (246ft)

Rev: Apron extension.

1. When R/W closed parallel taxiway available, with ATC authorisation, for take-off & landing. Length available 2650m (8694ft).

Elev 51	OCH ILS A199, B209, C219, D229 LLZ 660
MALAGA Approach 118.45 123.95	
Tower 118.15	Ground 121.7
ATIS 118.05	
M1 LW 24 NOV 96	

MALAGA

GM hold GMM 109.5 ILS/DME 14

SSA 25nm 90

SSA 25nm 95

SSA 25nm 90

SSA 25nm 55

SSA 25nm 90

SSA 25nm 55

H8993

5500 5450

4900 4850

2480 2430

1800 1750

1400 1350

GM OM

5500 5450

3.2°

MM

Var
4°W

GP at MM 300 250

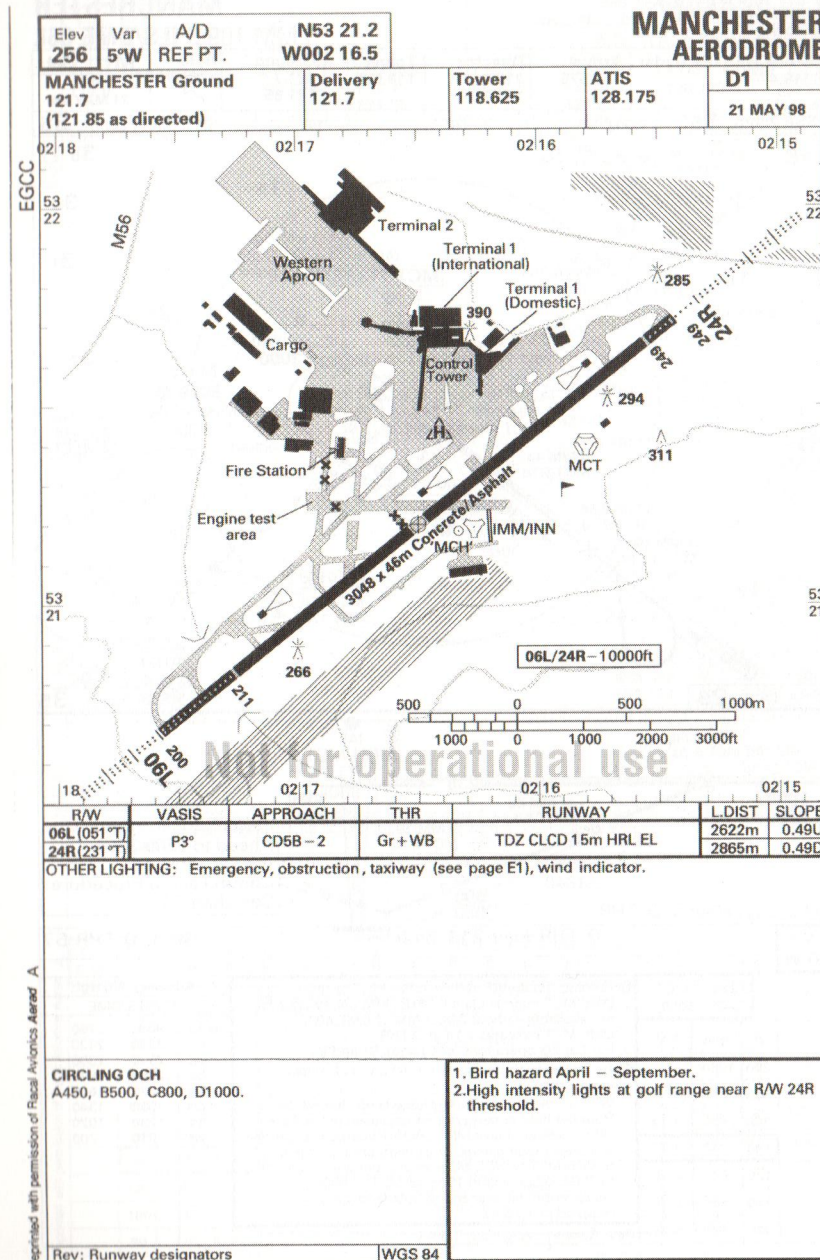
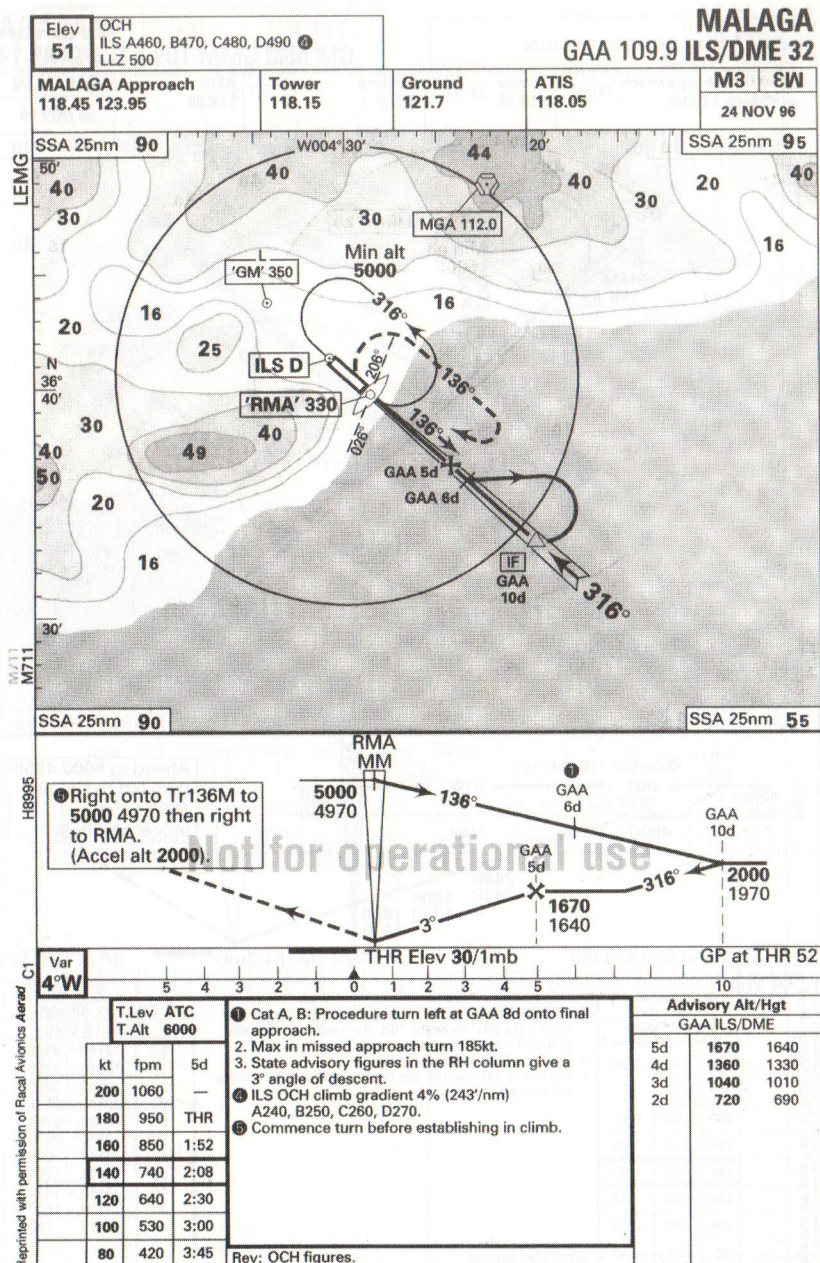
THR Elev 51/2mb

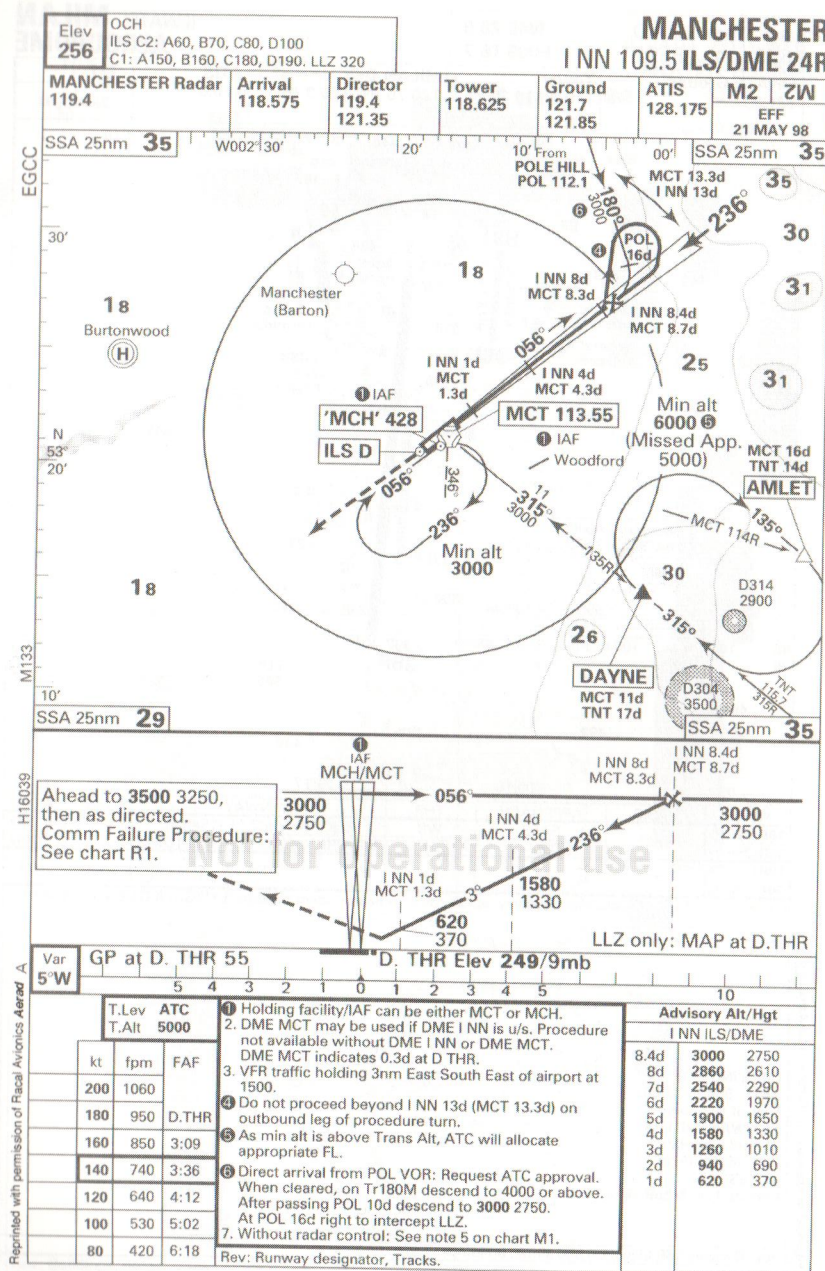
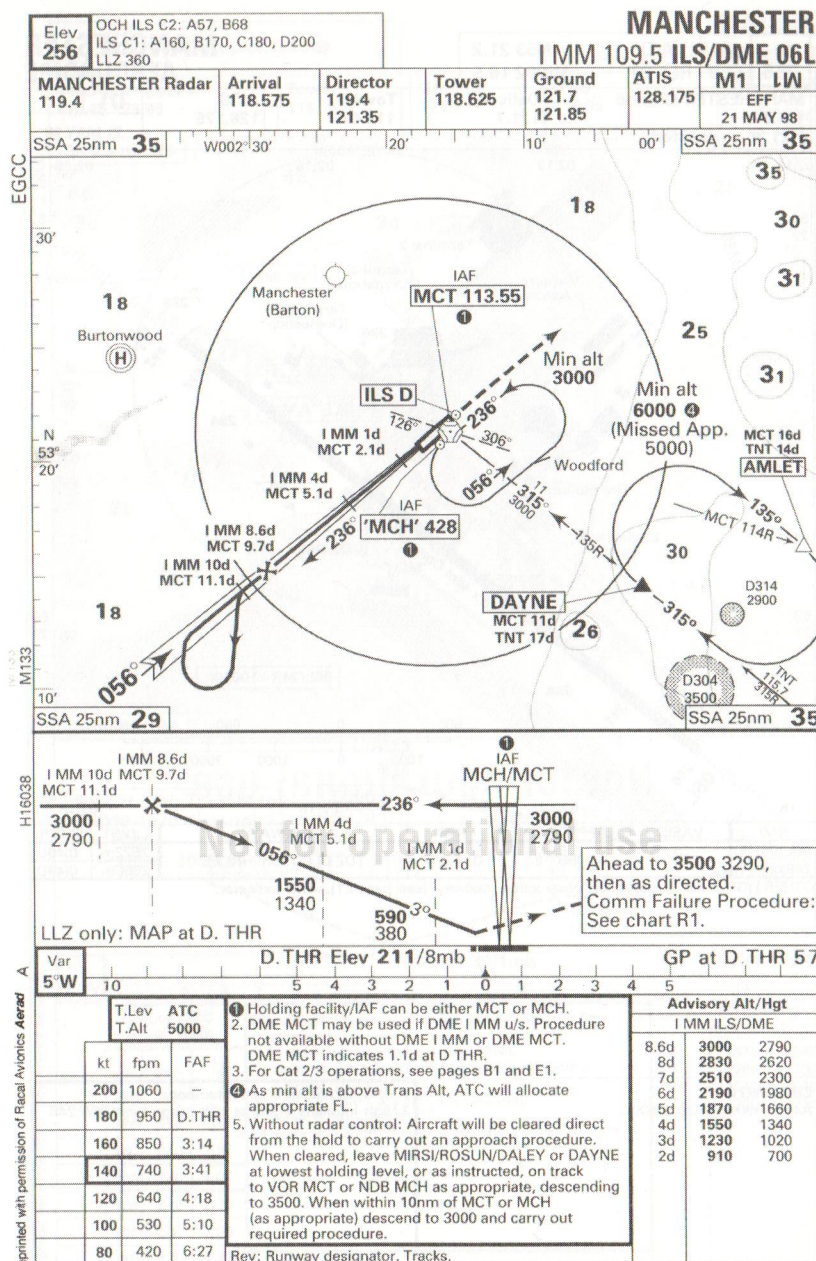
GP at THR 51

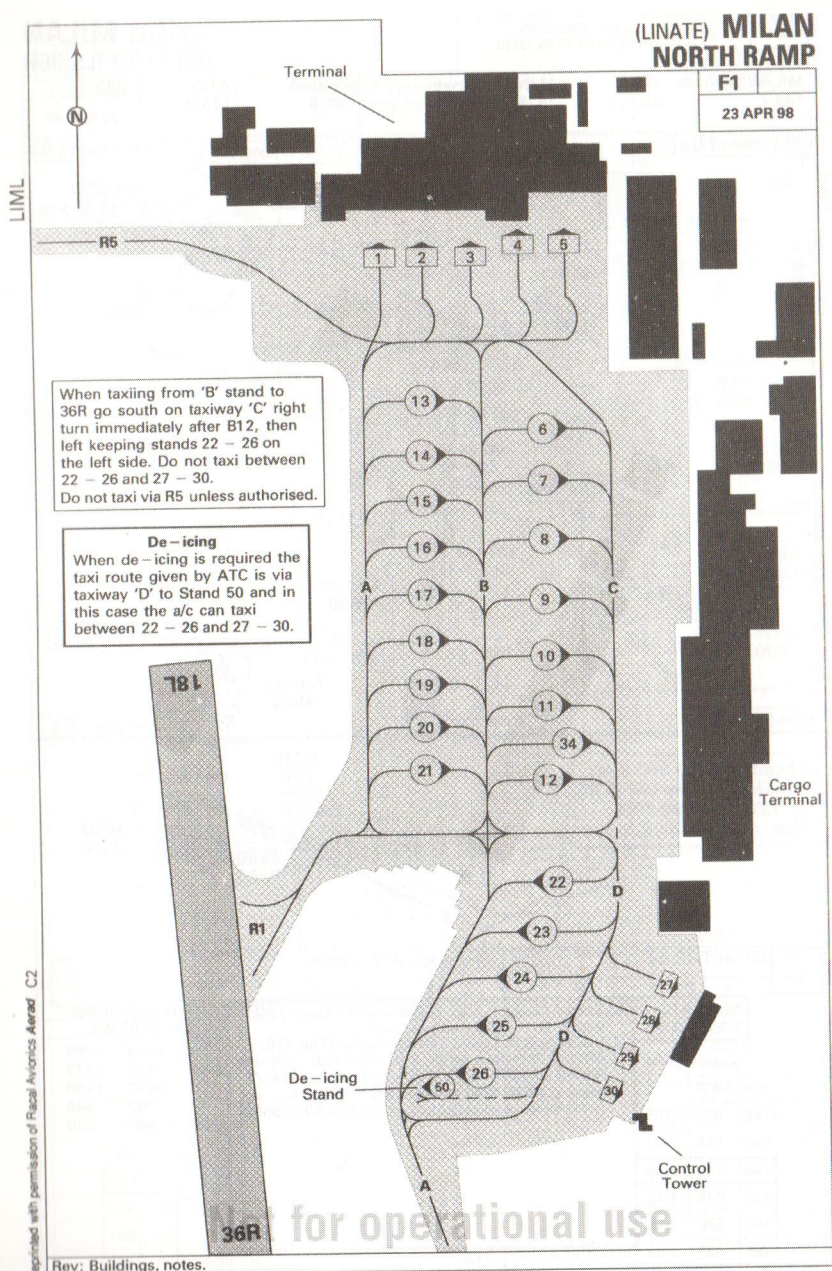
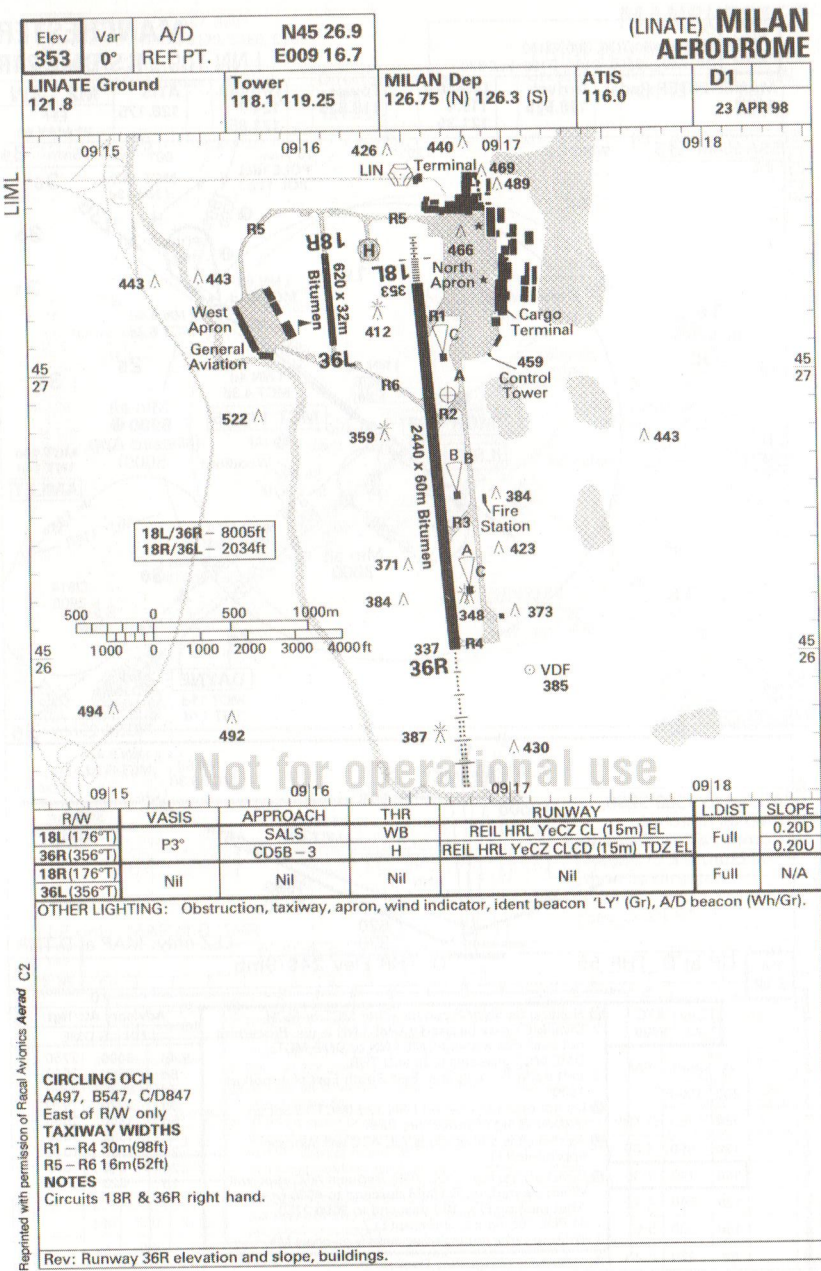
Ahead to 5000 4950 then left to GM at 5500 5450. (Accel alt 2000)

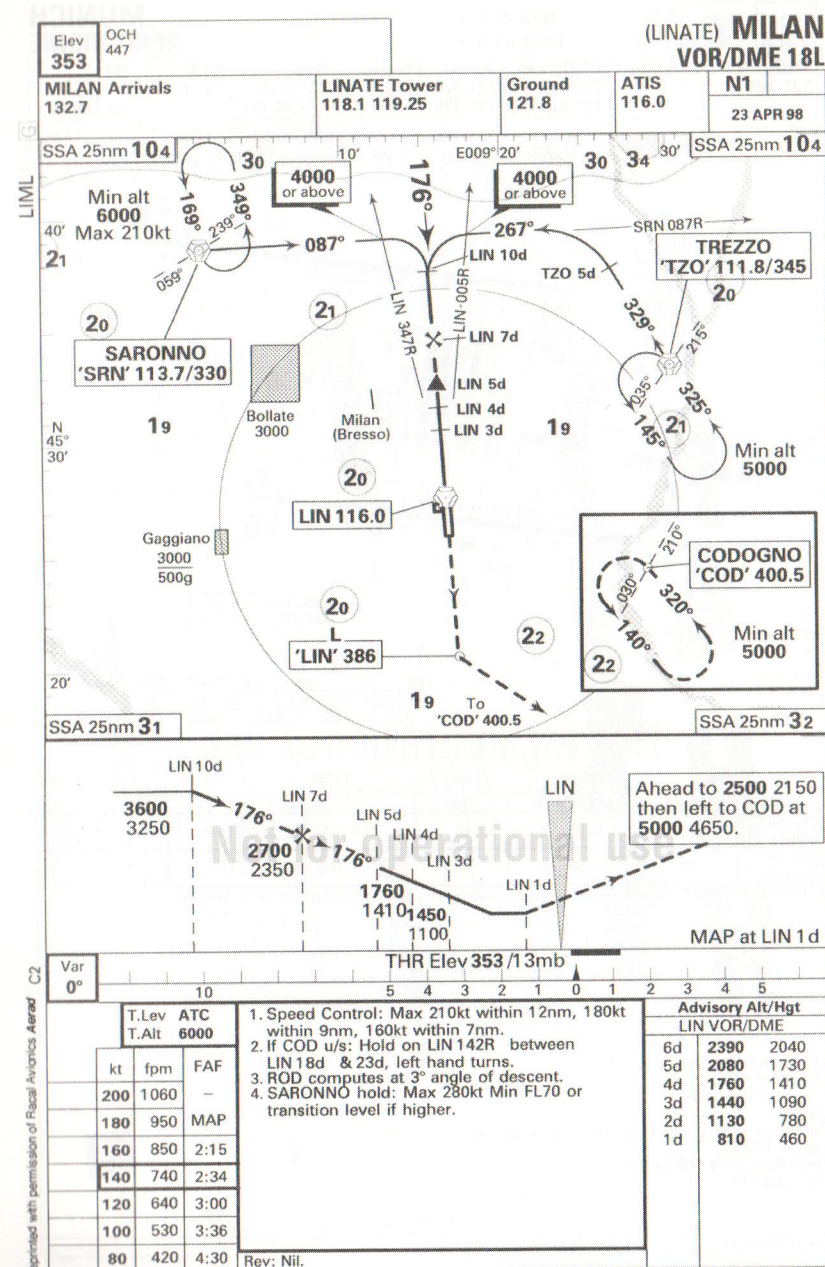
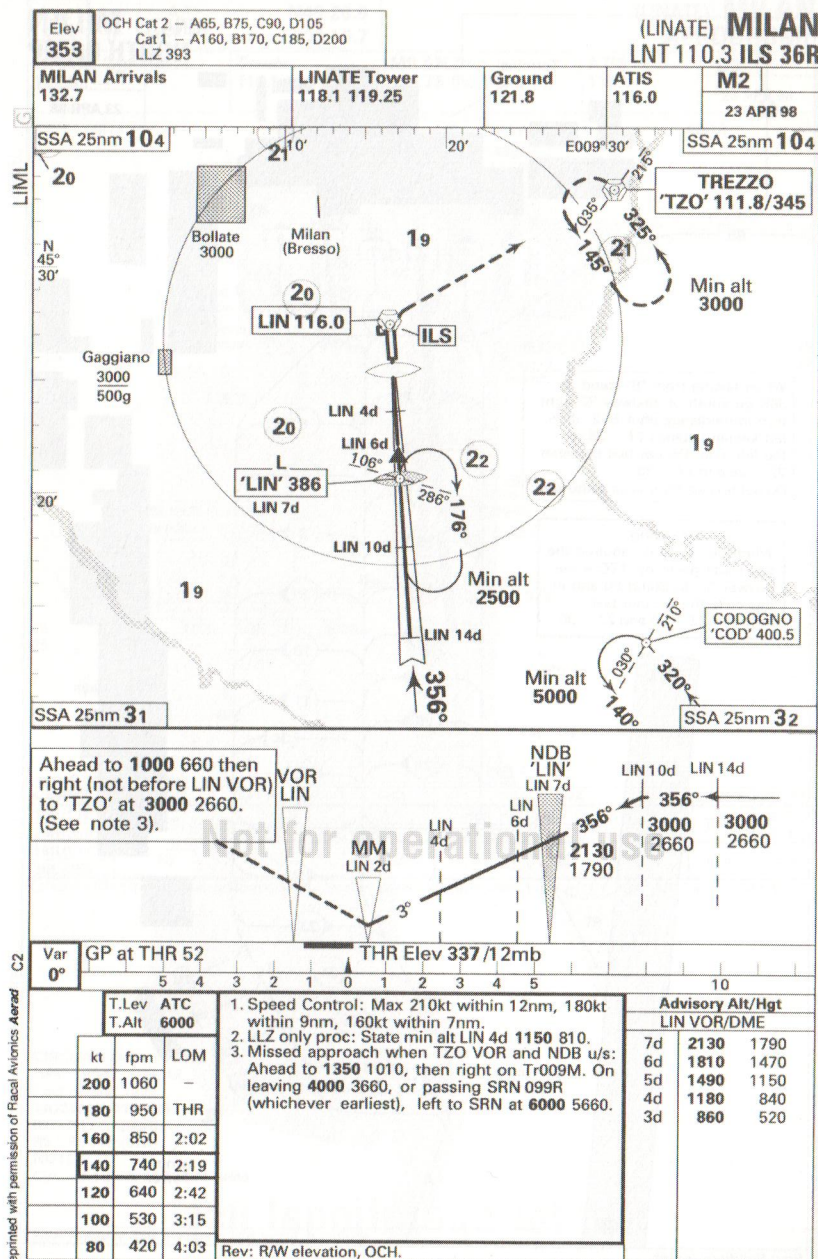
T.Lev	ATC	T.Alt	6000	Advisory Alt/Hgt	GMM ILS/DME
kt	fpm	LOM		12d	4180 4130
200	1130	—		11d	3840 3790
180	1020	THR		10d	3500 3450
160	910	1:25		9d	3160 3110
140	790	1:37		8d	2820 2770
120	680	1:54		7d	2480 2430
100	560	2:16		6d	2140 2090
80	450	2:51		5d	1800 1750
				4d	1460 1410
				3d	1120 1070
				2d	780 730

Rev: OCH figures.







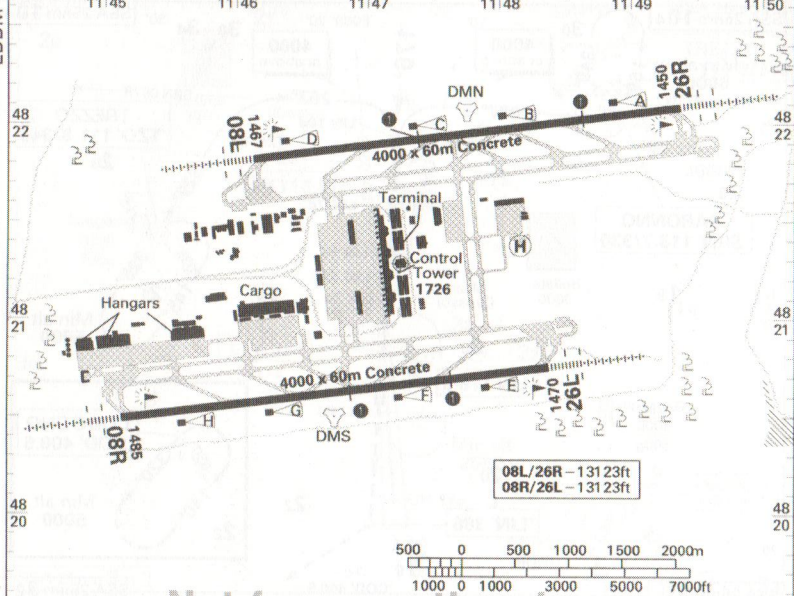


Elev 1486	Var 1°E	A/D REF PT.	N48 21.2
			E011 47.2

MUNICH AERODROME

MUNICH Delivery (Cinc) 121.725	GND(Taxi) 121.975 (N) 121.825 (S)	Apron 121.925 121.775	Tower 118.7 (N) 120.5 (S)	Dep 123.9 (N) 127.95 (S)	ATIS 123.125	D1 EFF 29 JAN 98
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EDDM



R/W	VASIS	APPROACH	THR	RUNWAY	L.DIST	SLOPE
08L (083°T)	P3*	ALSF-2	Gr	REIL TDZ HRL CLCD 15m	Full	0.13D
26R (263°T)					Full	0.13U
08R (083°T)	P3*	ALSF-2	Gr	REIL TDZ HRL CLCD 15m	Full	0.12D
26L (263°T)					Full	0.12U

OTHER LIGHTING: Obstruction, aerodrome beacon(wh), wind direction indicators, taxiway.

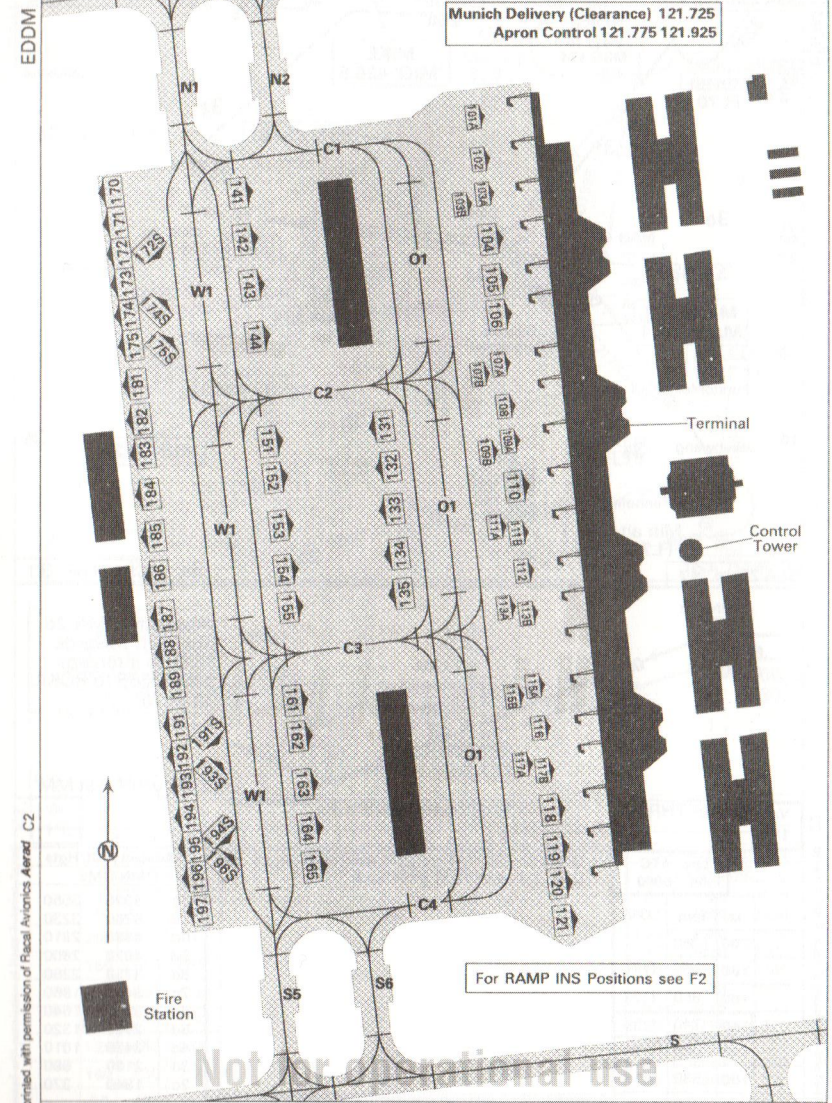
TAXIWAY WIDTHS
D1,D2 - 15m (49ft).
Others - 30m (98ft).
NOTES
●: Touchdown points for single engined aircraft below 2000kg.
INTERSECTION TAKE-OFF
See chart E1.

Rev: Variation

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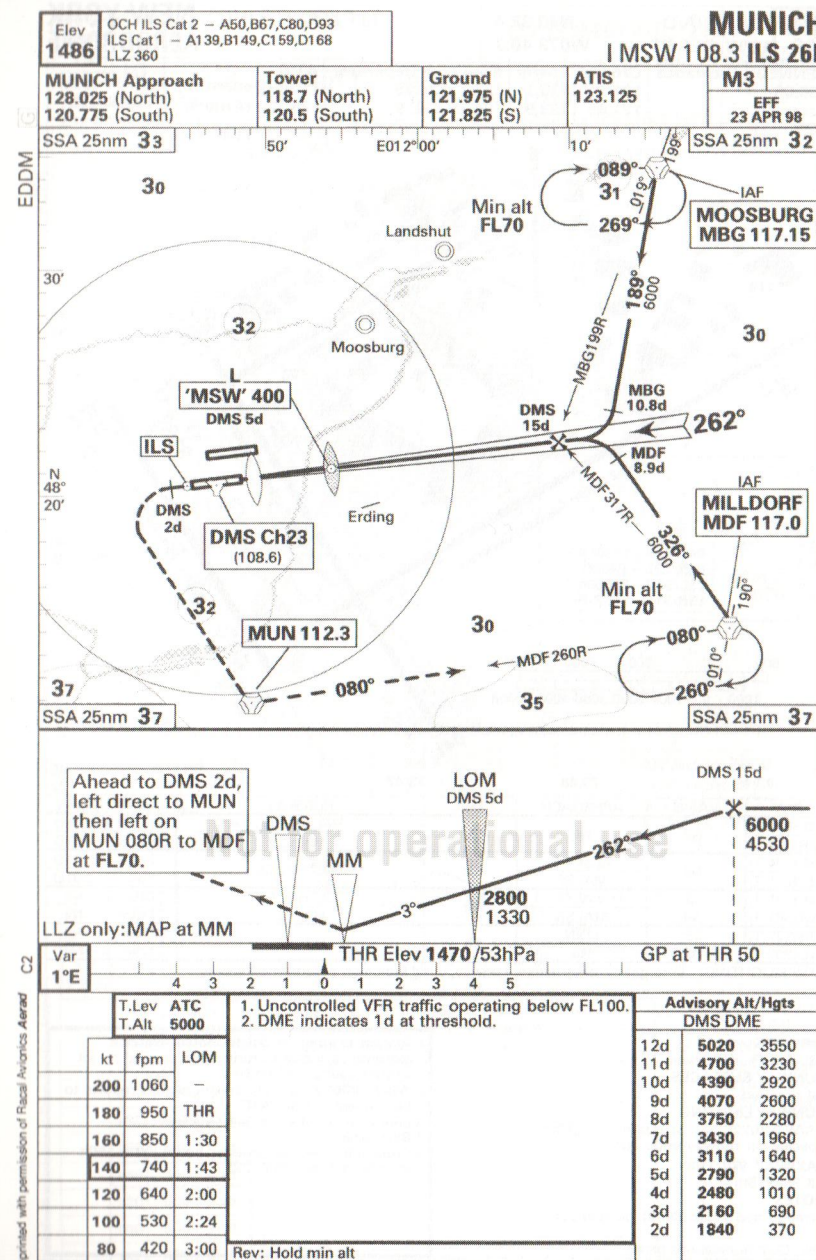
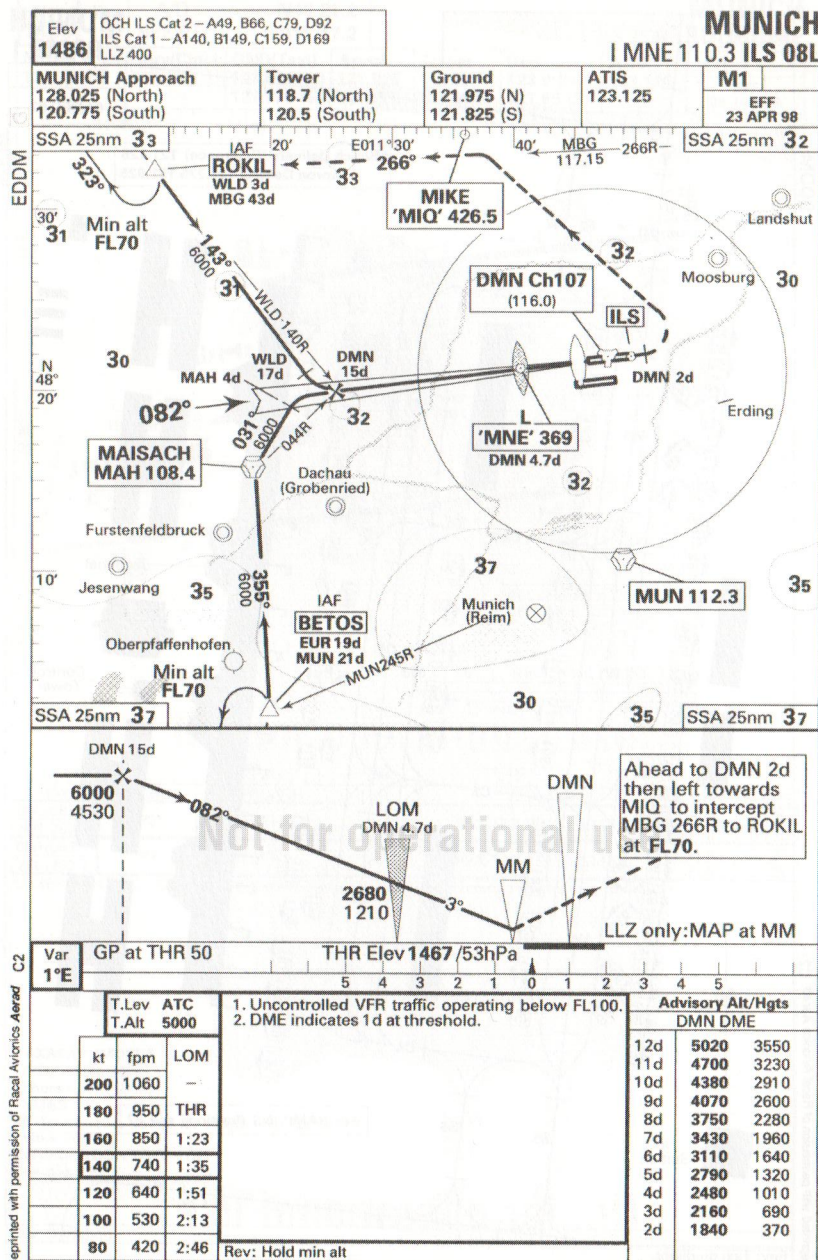
MUNICH RAMP 1

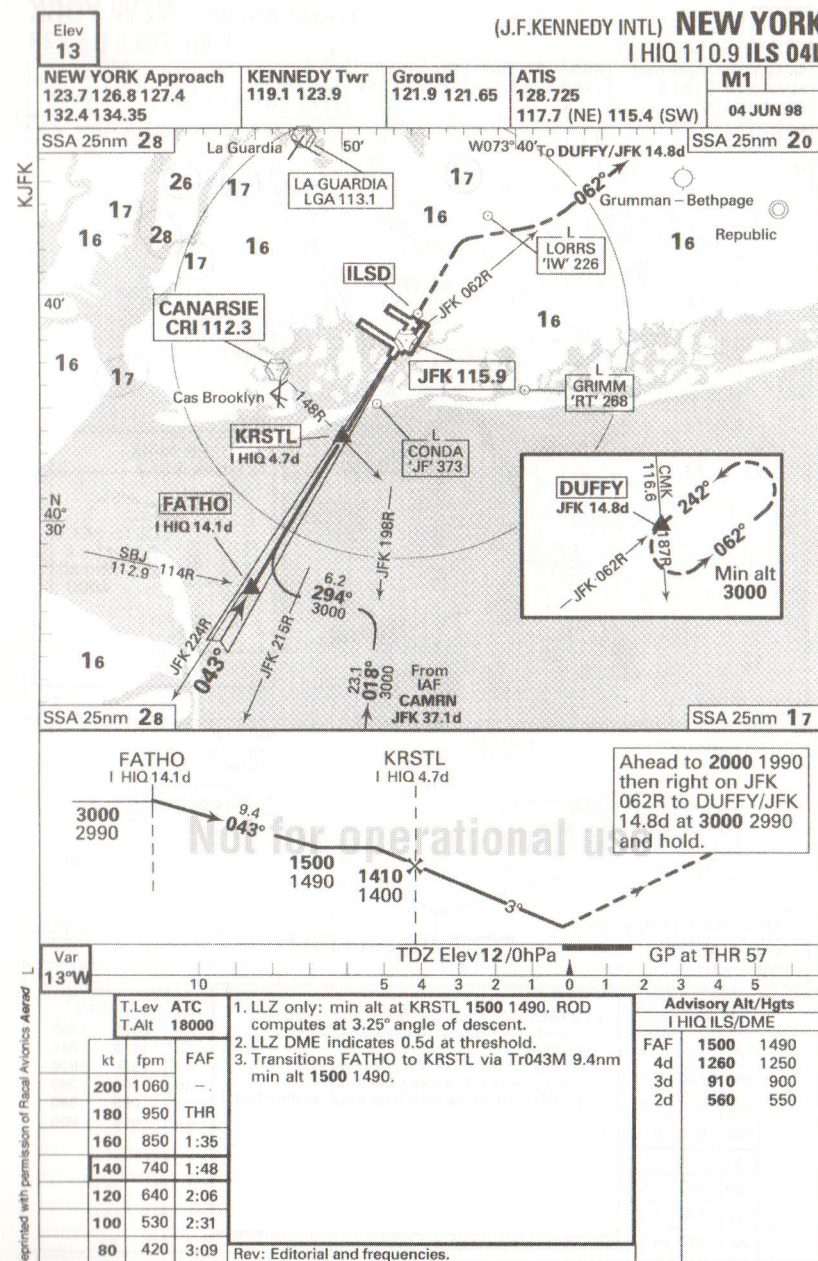
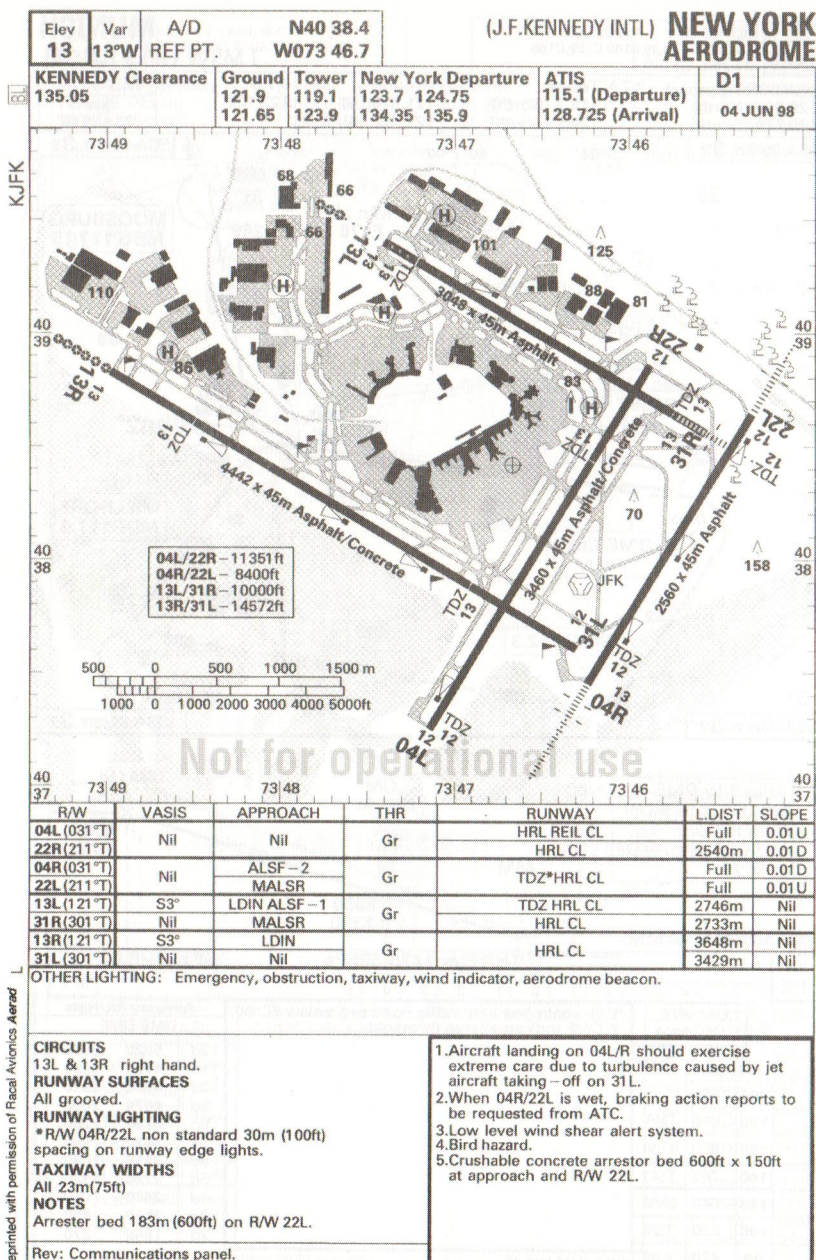
F1
04 DEC 97

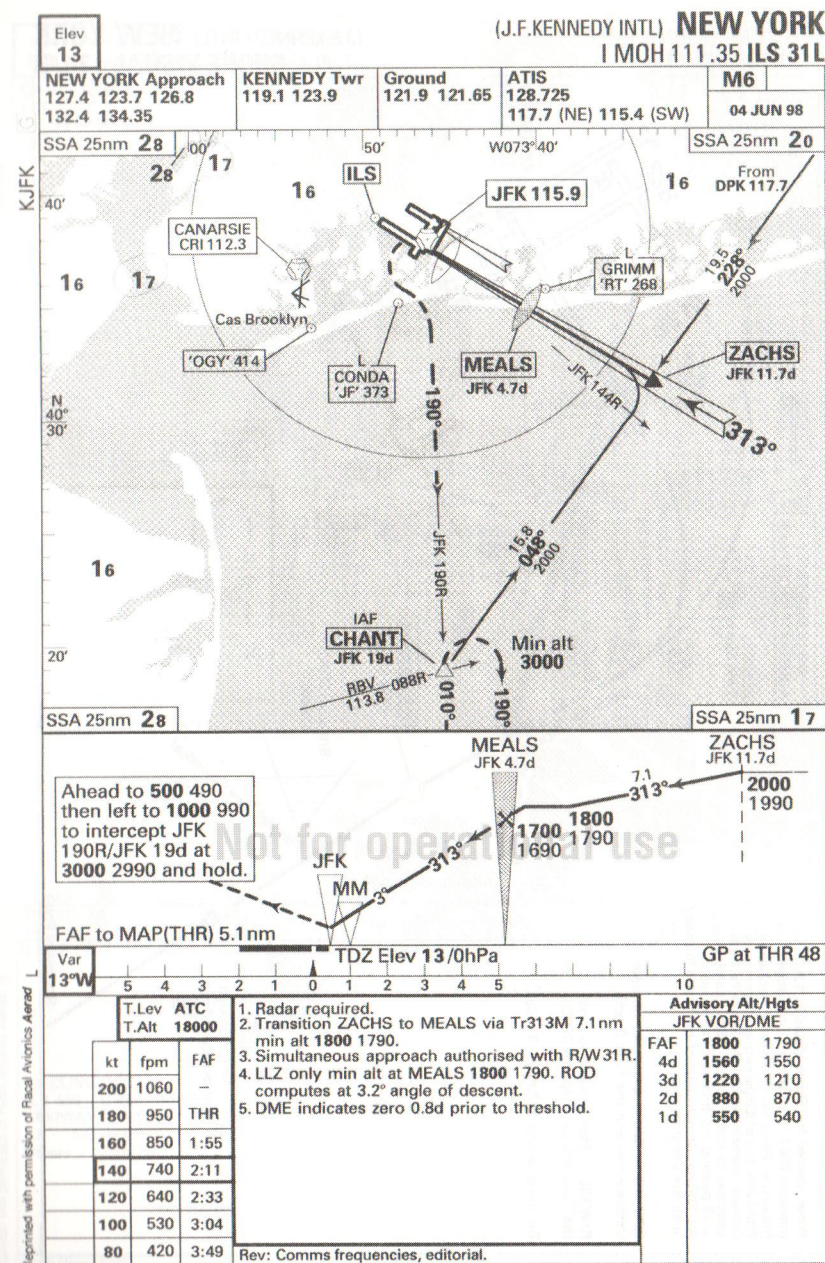
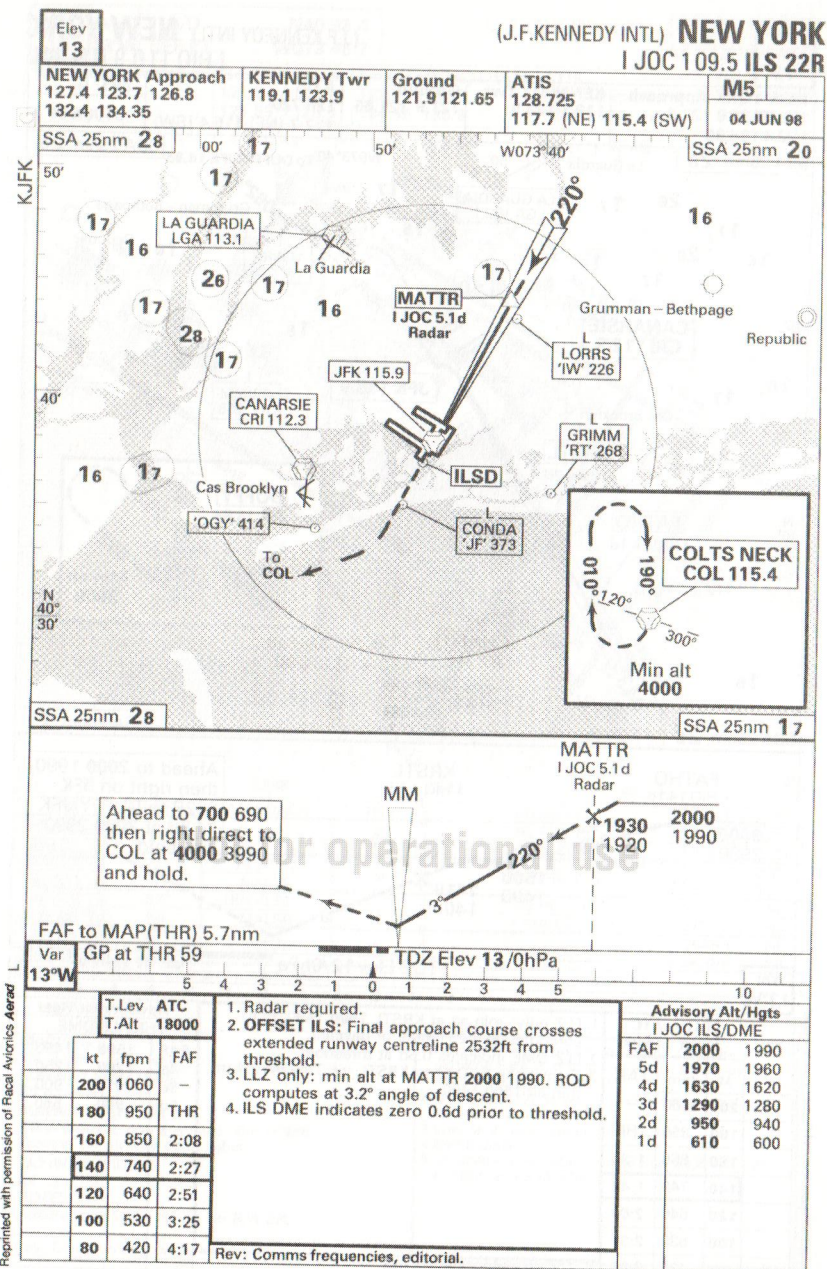


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Rev: Taxi guidelines.

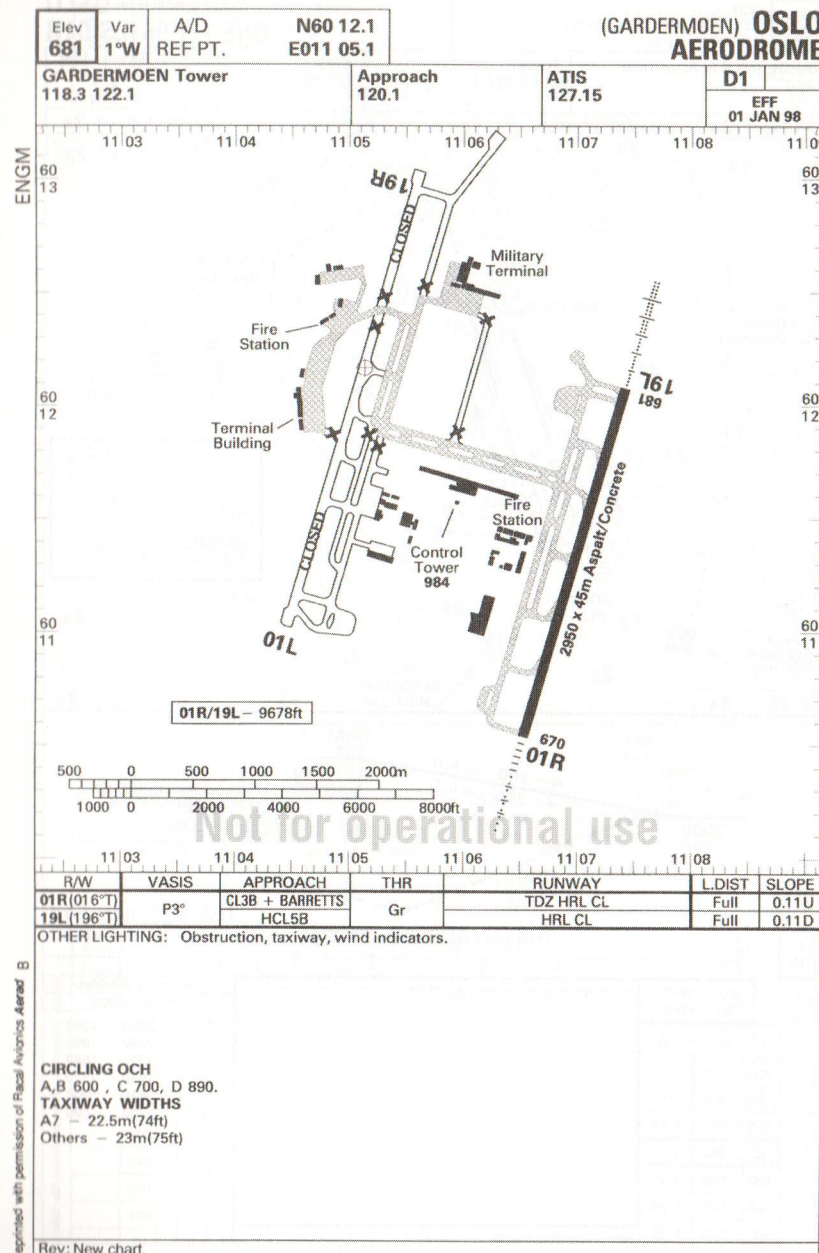
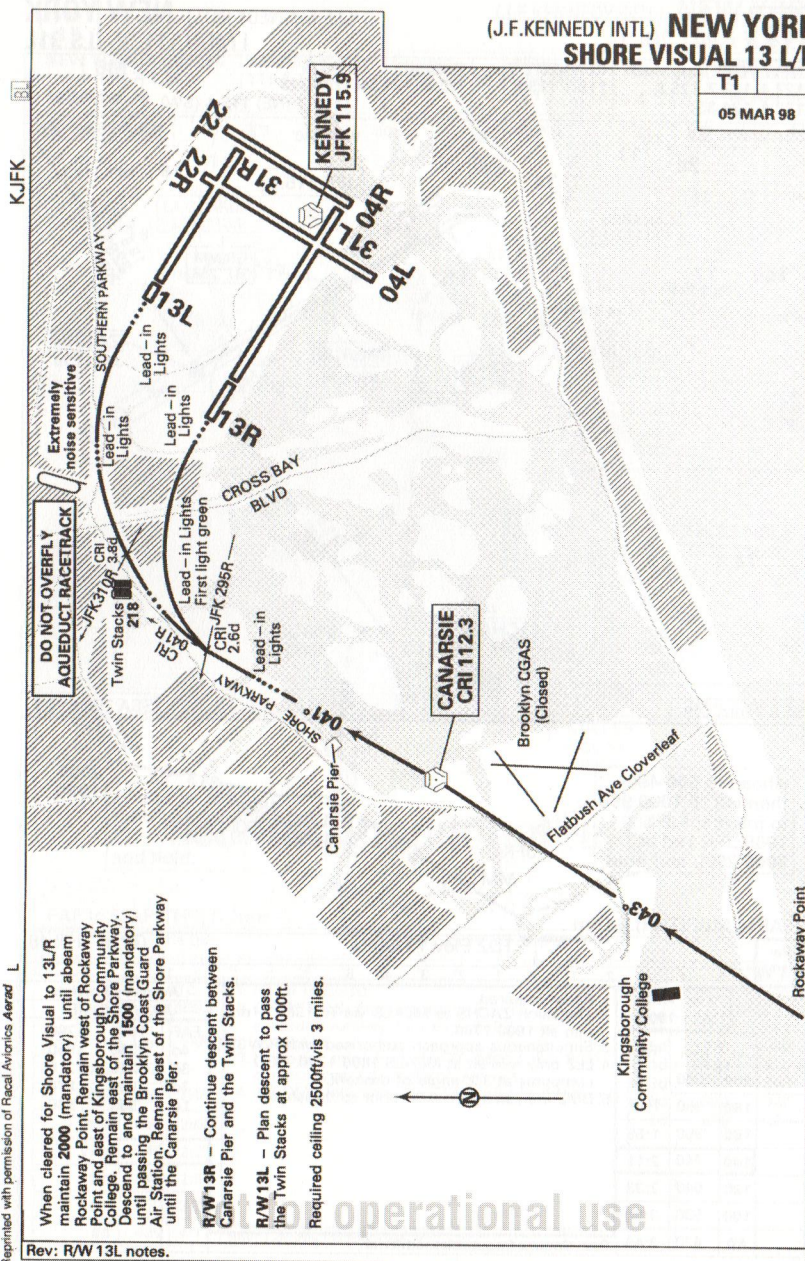


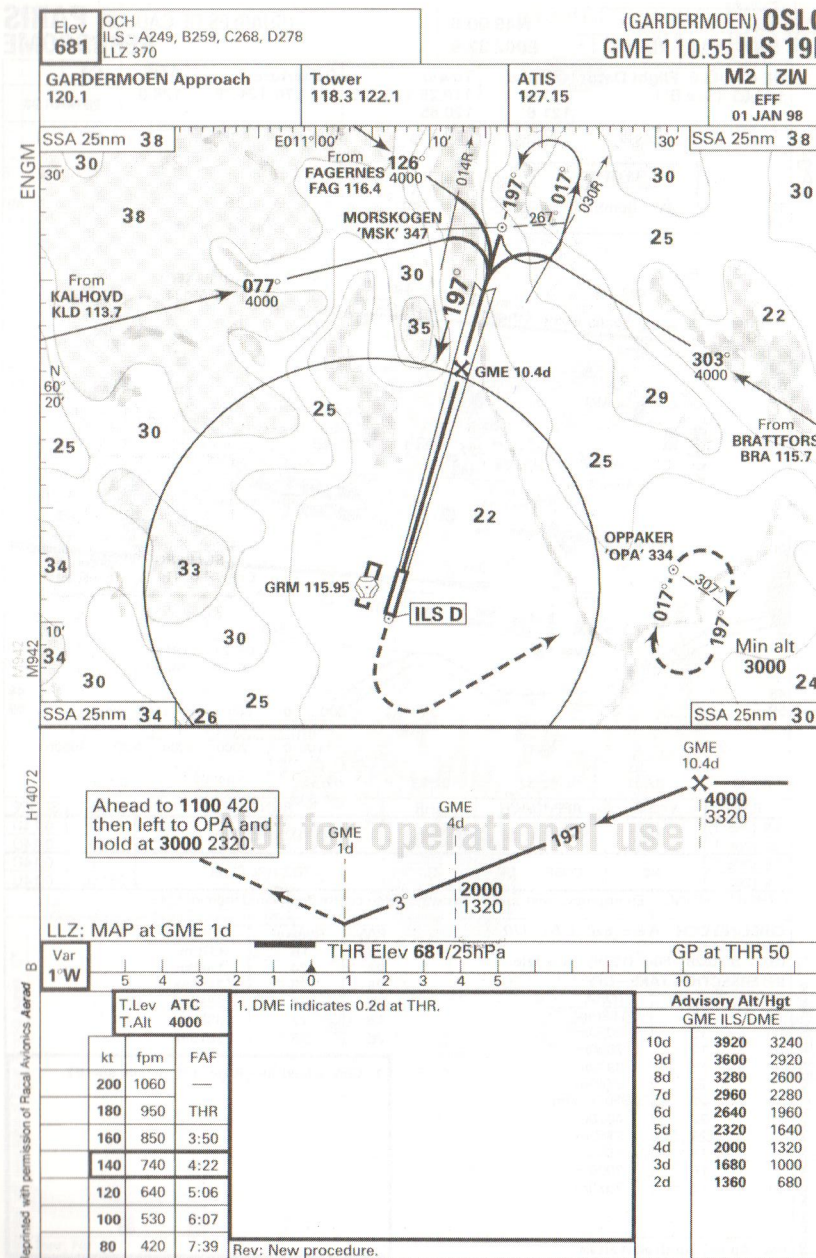
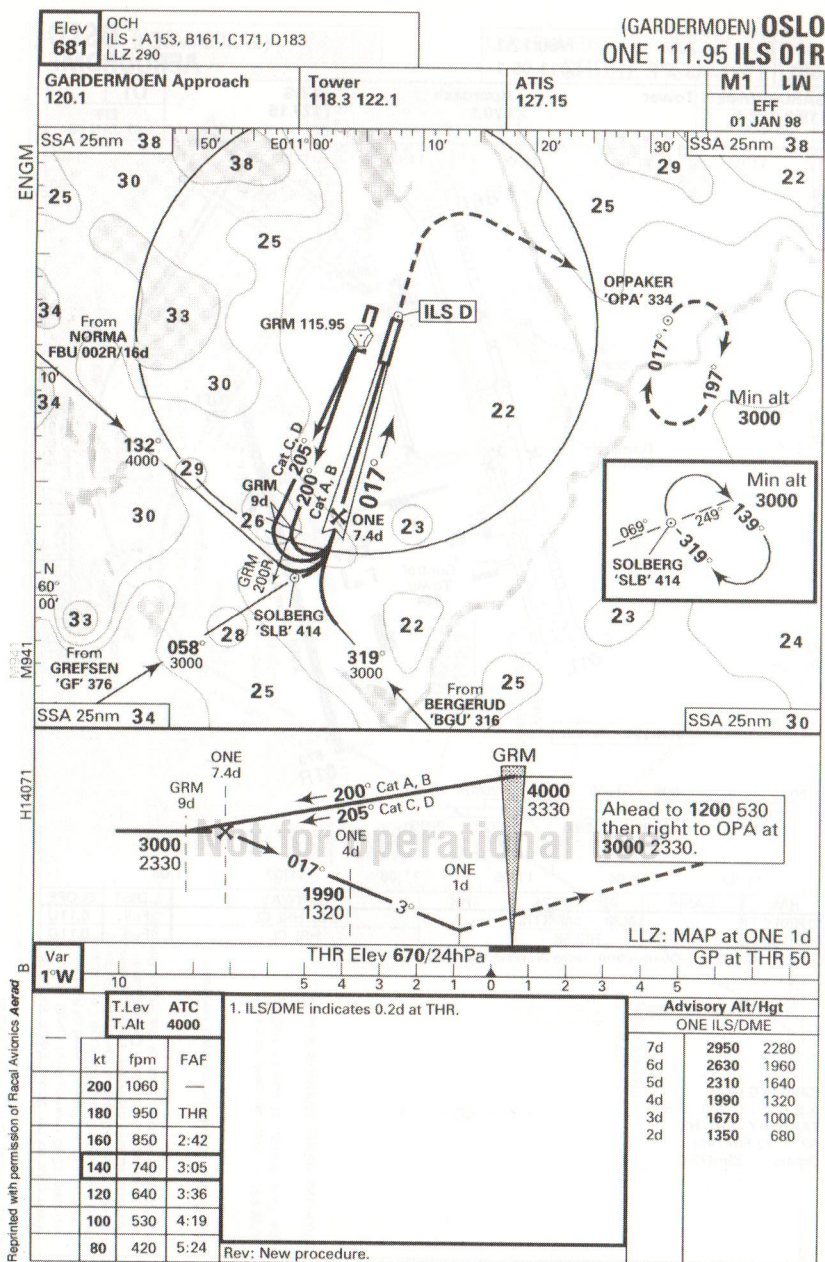


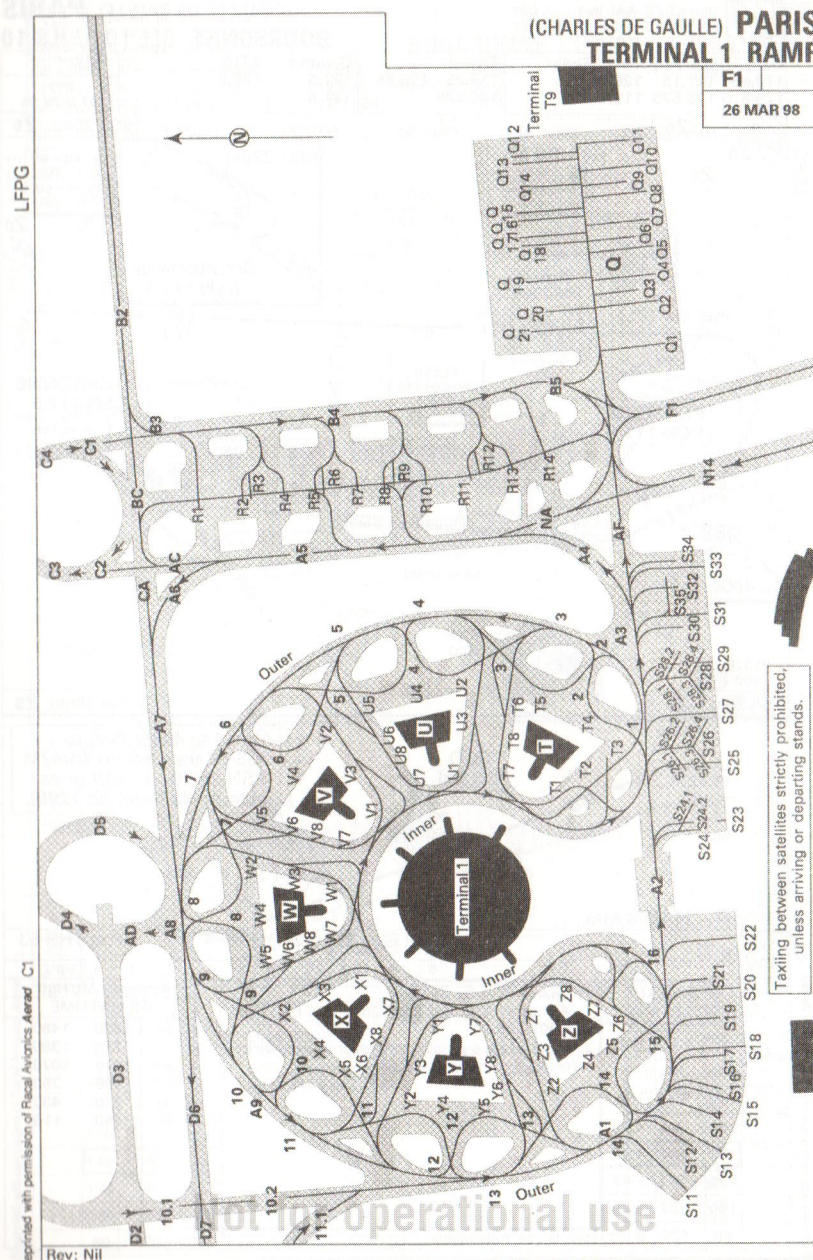
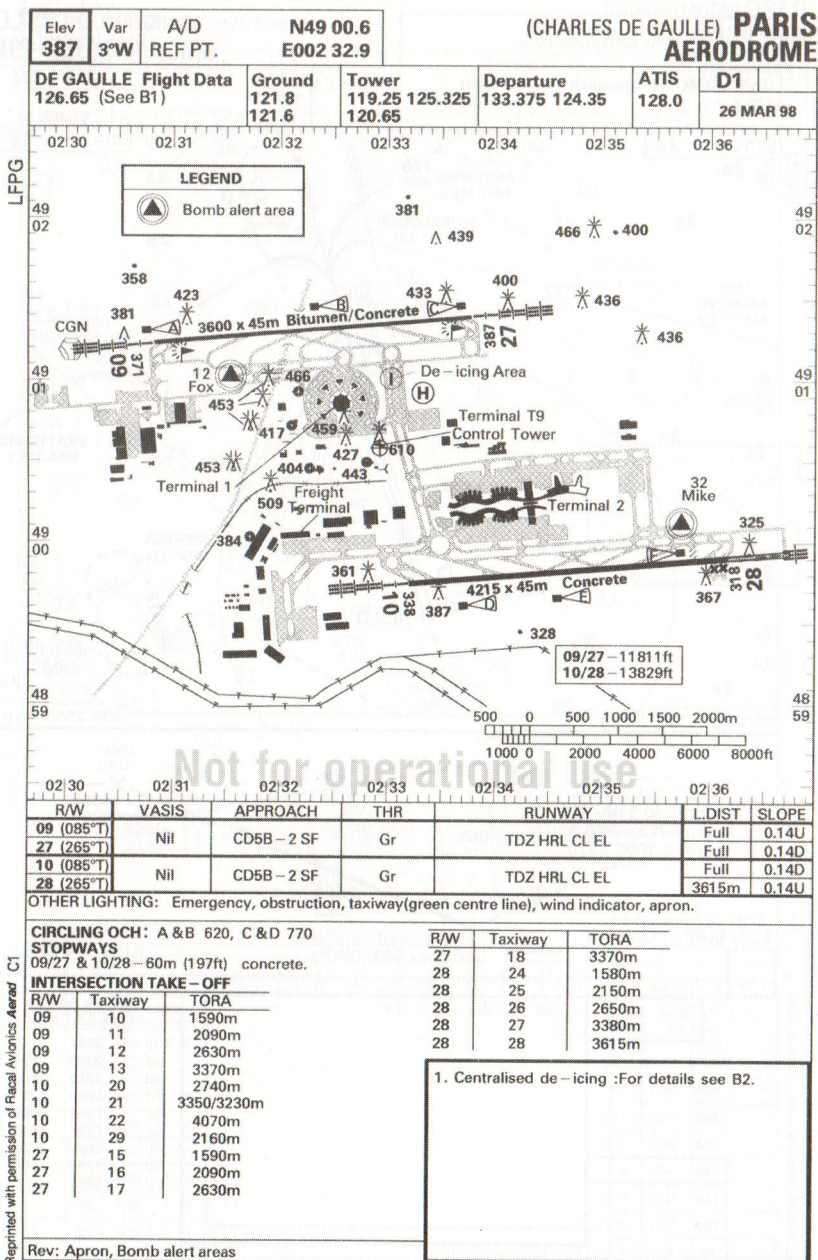


(J.F.KENNEDY INTL) NEW YORK SHORE VISUAL 13 L/R

T1
05 MAR 98









(FIUMICINO) **ROME
AERODROME**

Elev 14 Var 1°E A/D REF PT **N41 48.7
E012 15.2**

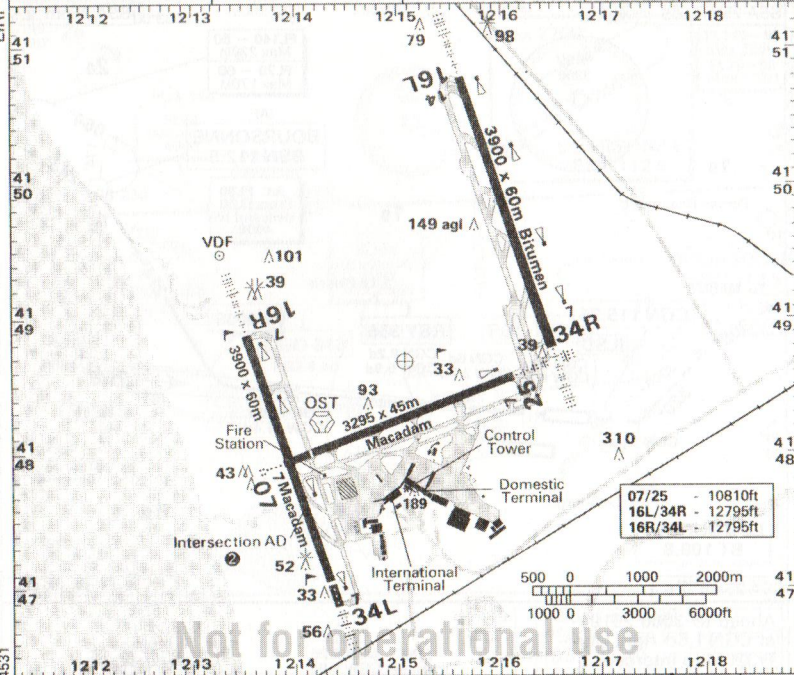
START & CLEARANCE **FUME Planning 121.8**
Refer B1

PUSH & TAXI **GROUND 121.9 121.85**
Refer B1

TAKE-OFF **Tower 118.7 119.3** 16L/34R

ATIS **121.7 (DEP)**

D1 LD **05 FEB 98**



R/W	VASIS	APPROACH	THR	RUNWAY	L. DIST	SLOPE
07 (070°T)	Nil	ALS	Gr	HRL EL	2890m	Nil
25 (250°T)	Nil	CD5B-2SF	Gr	TDZ HRL CL 30m EL	Full	Nil
16L (163°T)	P3	CD5B-2SF	Gr	TDZ HRL CL 30m EL	Full	0.05D
34R (343°T)	P3	CD5B-2SF	Gr	TDZ HRL CL 30m EL	Full	0.05U
16R (163°T)	Nil	CD5B-2SF	Gr	TDZ HRL CL 30m EL	Full	Nil
34L (343°T)	P3	CD5B-1	Gr	TDZ HRL CL 30m EL	3579m	Nil

OTHER LIGHTING: Obstruction, taxiway, apron, ident beacon (Gr), aerodrome beacon (Wh/Gr), wind direction indicator.

CIRCLING OCH
A/B 786, C/D 986
TAXIWAY WIDTH
30m (100ft)
CIRCUITS
R/W 07, 16L and 16R left hand
34L and 34R right hand
25 at ATC discretion
STOPWAYS
16L and 07 - 40m (131ft)
INTERSECTION TAKE-OFF
See E1

1. R/W 07/25 taxiing only when closed for take-off and landing. Aircraft landing R/W 16L/34R must report "Runway vacated" and obtain specific tower authorisation before using taxiway close to R/W 25 threshold.
2. Landing 16R clear runway not before intersection AD, use minimum reverse thrust operational requirement.
3. When using high speed turn-offs DD and DF following Landing on 34R use whole length of taxiway before turning.
4. Bird hazard.

Rev: Apron, taxiways.

(FIUMICINO) **ROME
FLL 108.1 ILS 16L**

Elev 14 OCH ILS C1 A165, B175, C190, D200
ILS C2 A70, B80, C85, D100
LLZ/DME 396

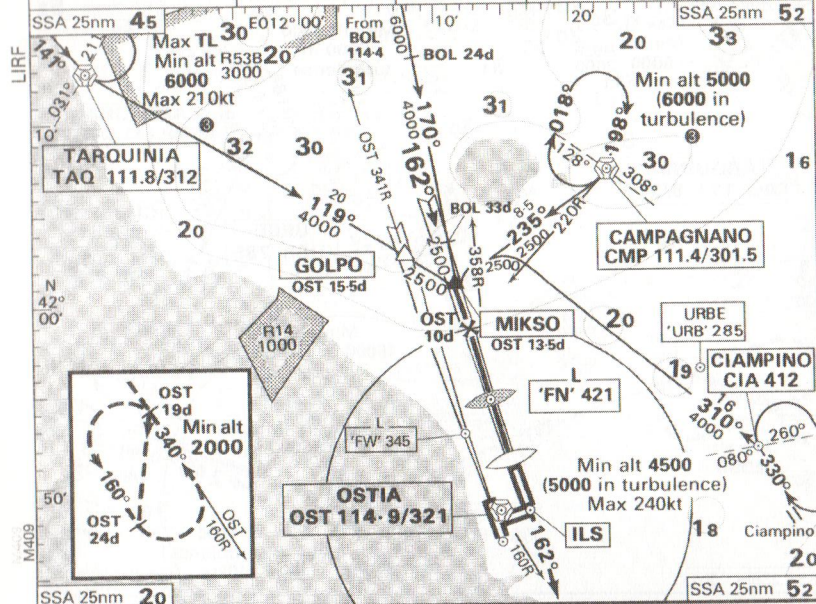
ROME Arr/Dctr. **119.2**

FIUME Twr **118.7
119.3 (16L/34R)**

Ground **121.9
121.85**

ATIS **114.9**

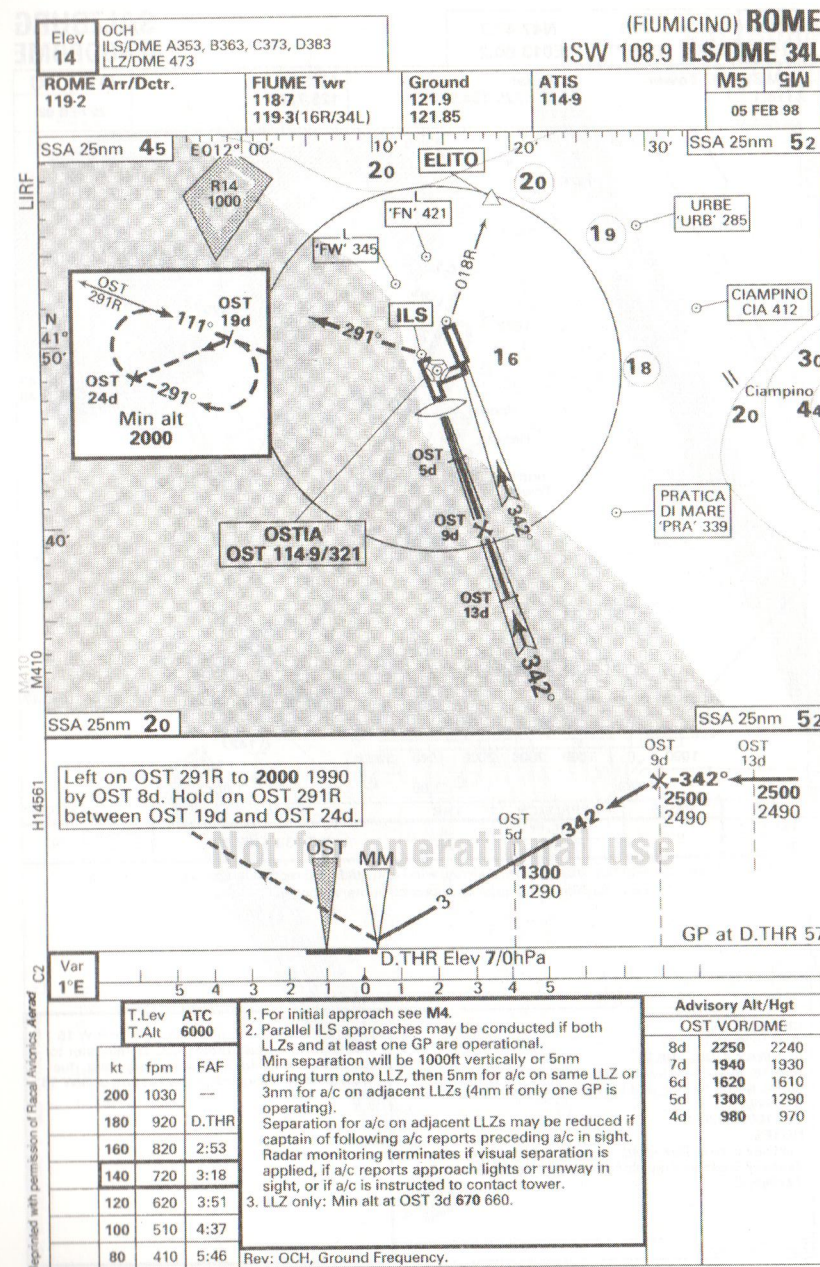
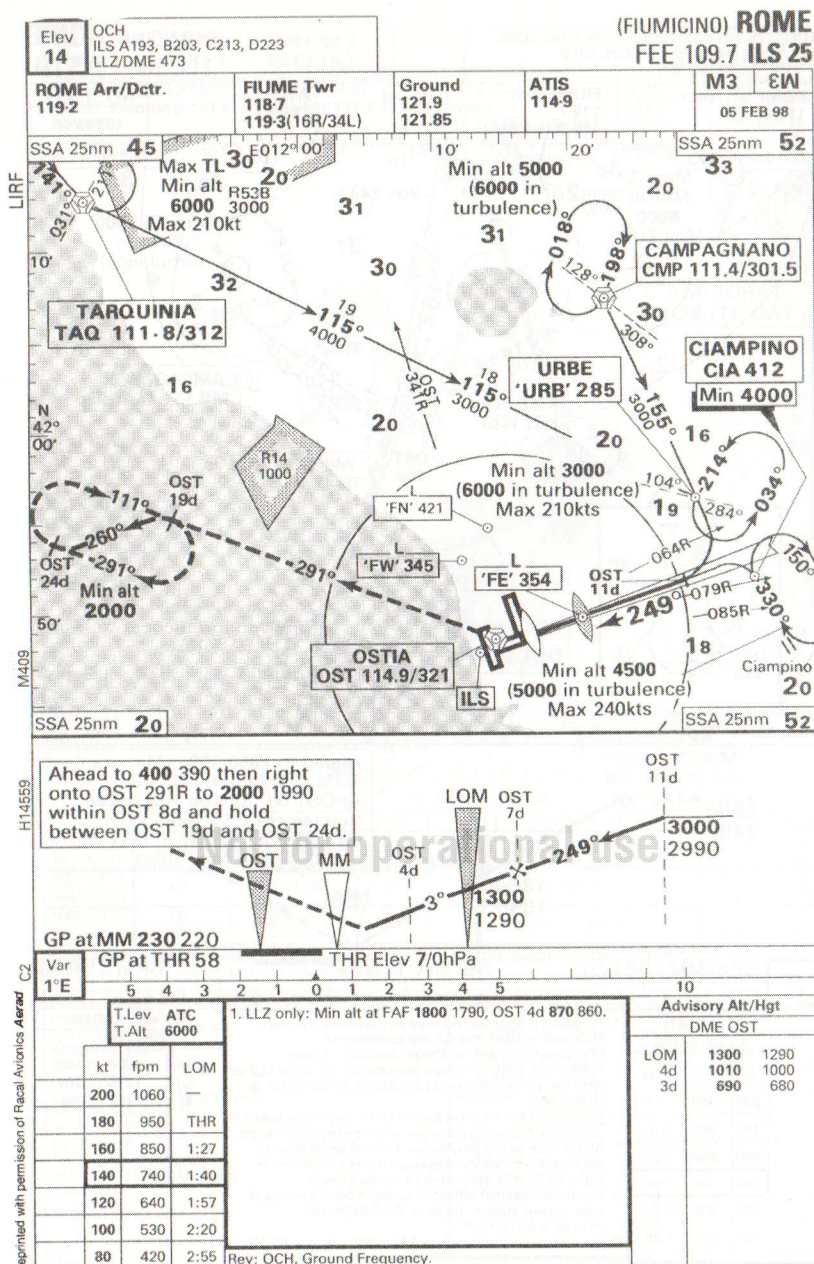
M1 LW **05 FEB 98**



Ahead to 2000 1990 (Min gradient 4.3%, 260°/nm) by OST 6d.
At OST 6d right on Hdg 186M to intercept OST 160R. Hold on OST 160R between OST 19d and OST 24d. Max 185kt.

Var 1°E GP at MM 230 220 THR Elev 14/0hPa GP at THR 56

T.Lev	ATC	T.Alt	6000	1. Parallel ILS approaches may be conducted if both LLZs and at least one GP are operational. Min separation will be 1000ft vertically or 5nm during turn onto LLZ, then 5nm for a/c on same LLZ or 3nm for a/c on adjacent LLZs (4nm if only one GP is operating). Separation for a/c on adjacent LLZs may be reduced if captain of following a/c reports preceding a/c in sight. Radar monitoring terminates if visual separation is applied, or if a/c is instructed to contact tower. 2. Expect occasional reflected sunlight from mirrors of solar power station; position OST 012R/14d (N42 02.5 E012 18.4). 3. For alternative holds when TAQ/CMP u/s, see H1/H2.
kt	fpm	LOM		
200	1060	—		
180	960	THR		
160	850	1:31		
140	740	1:44		
120	630	2:01		
100	520	2:25		
80	420	3:02		



SALZBURG AERODROME

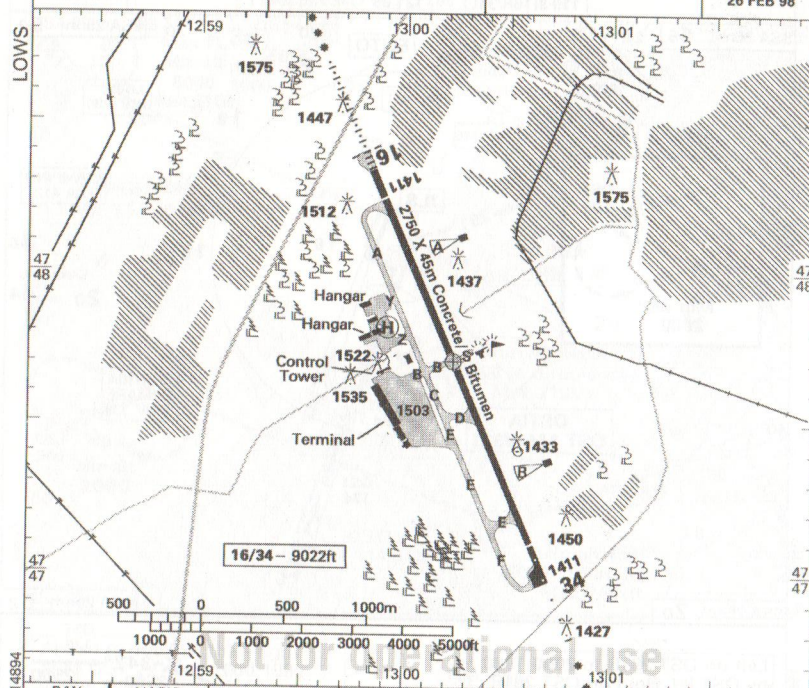
Elev **1411** Var **1°E** A/D REF PT **N47 47.7 E013 00.2**

SALZBURG Tower
118.1

Radar **123.725 134.975**

ATIS **125.725**

D1 LQ
26 FEB 98



R/W	VASIS	APPROACH	THR	RUNWAY	L. DIST	SLOPE
16 (157°T)	P3*	ALSIF-1*	Gr	CLCD 30m HRL EL	2550m	Nil
34 (337°T)		CD-1B*	Gr+WB		2510m	

OTHER LIGHTING: Emergency, obstruction, taxiway, wind and landing direction indicators, apron floods.
* Line of flashing lights prior to approach lights, stopways.

CIRCLING OCH

A, B 1039, C, D 1139.

RUNWAY AVAILABILITY

R/W 16: Full length available for take-off by using stopway and turning pad for runway alignment.

STOPWAYS

34 - 100m (328ft).

NOTES

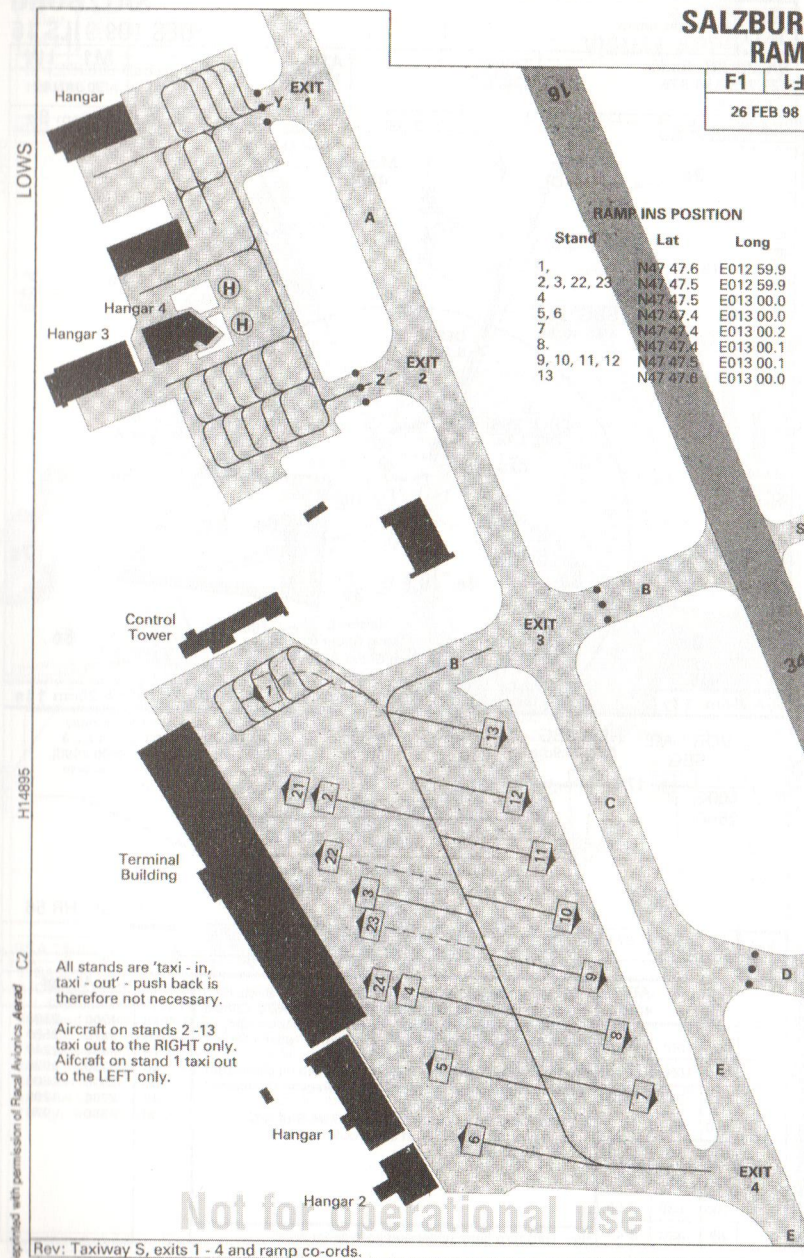
Taxiway widths 23m (75ft). Taxiway S 10m (33ft).
Taxiway D usable only along taxiway centreline into Taxiway C.

Rev: Taxiway S.

1. Aircraft intending to use full length of R/W 16 for departure must inform ATC 15 min prior to departure to avoid delay at holding point, due to necessity of closure of road at end of R/W 16.

SALZBURG RAMP

F1 L3
26 FEB 98



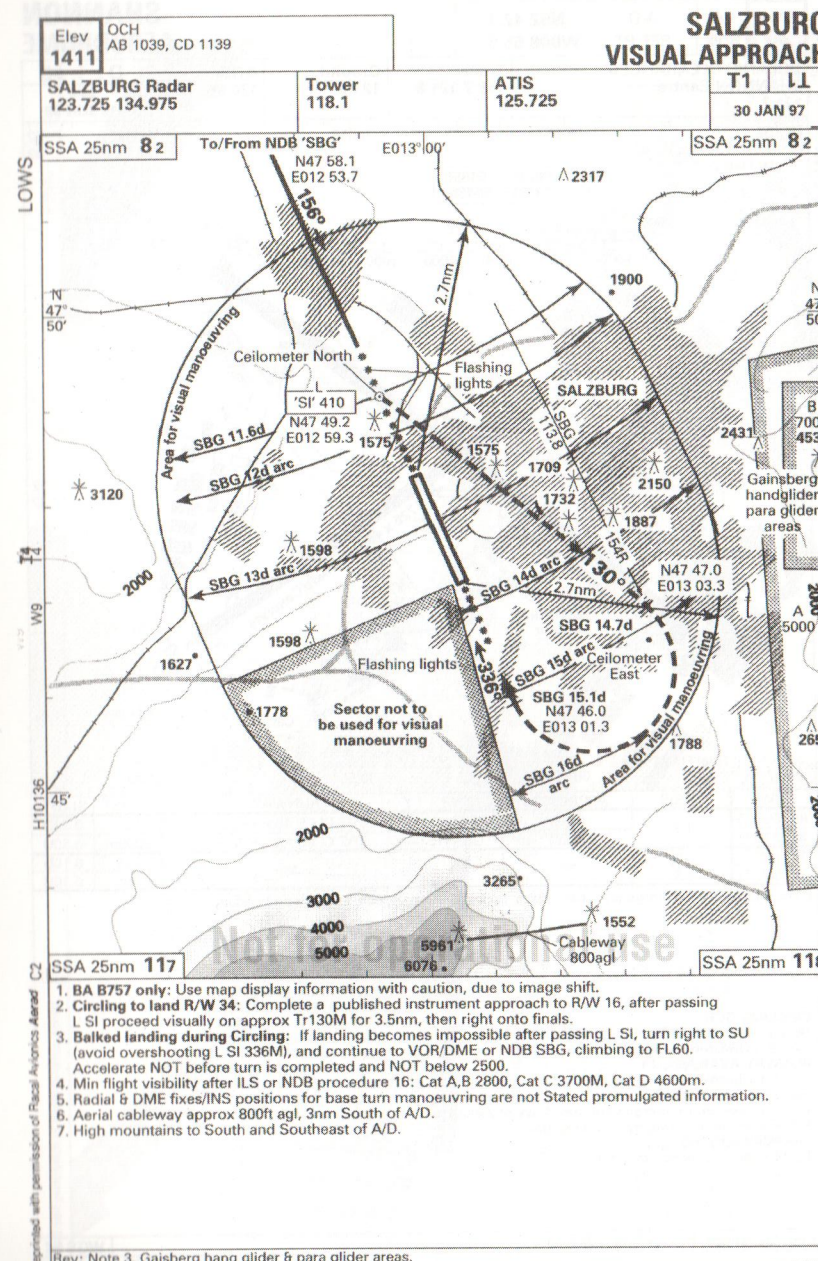
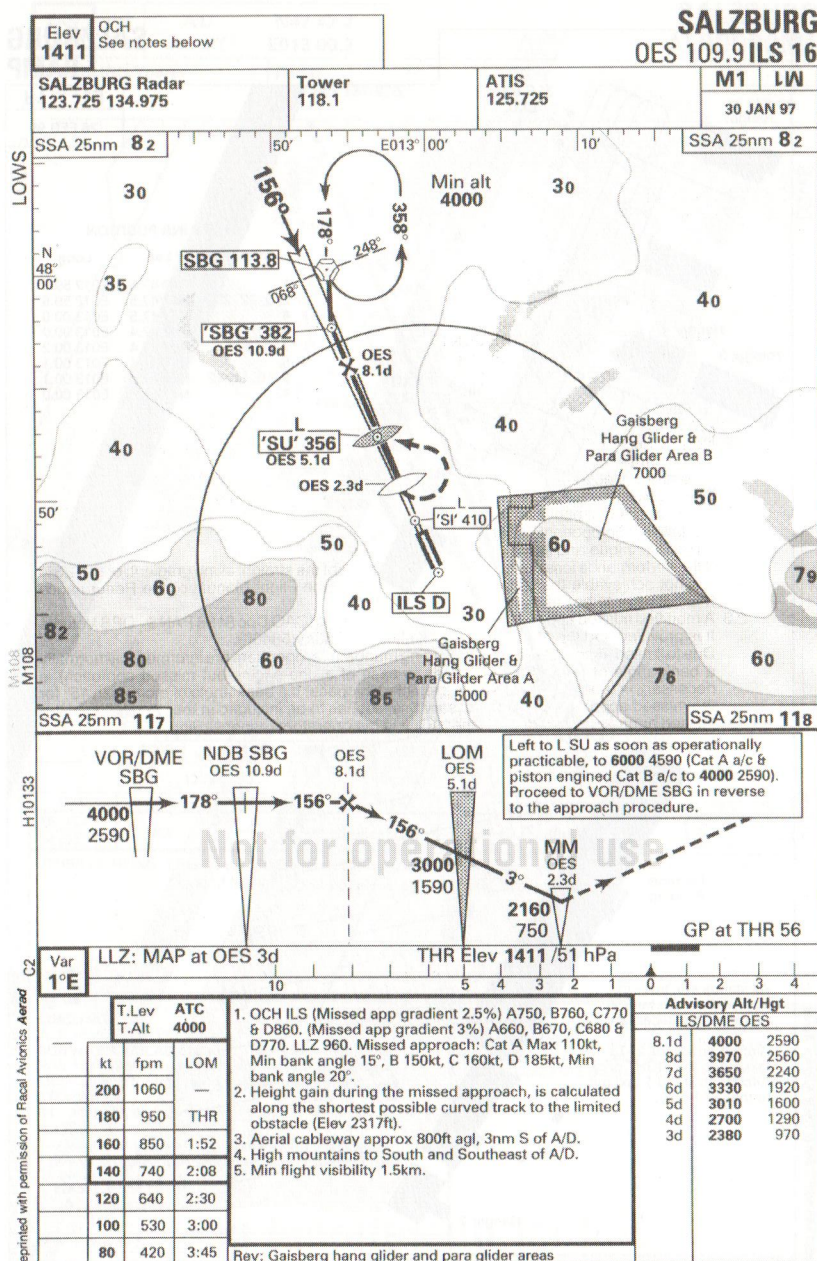
RAMP INS POSITION

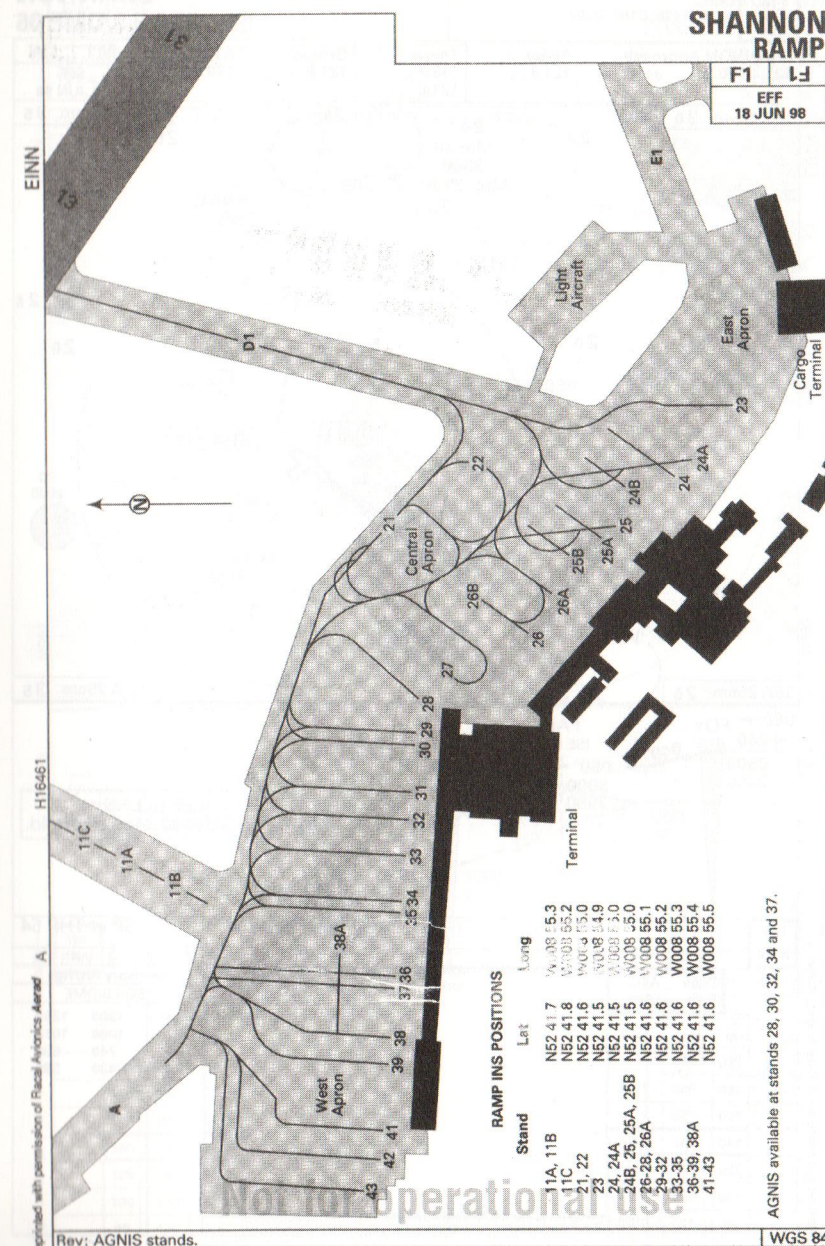
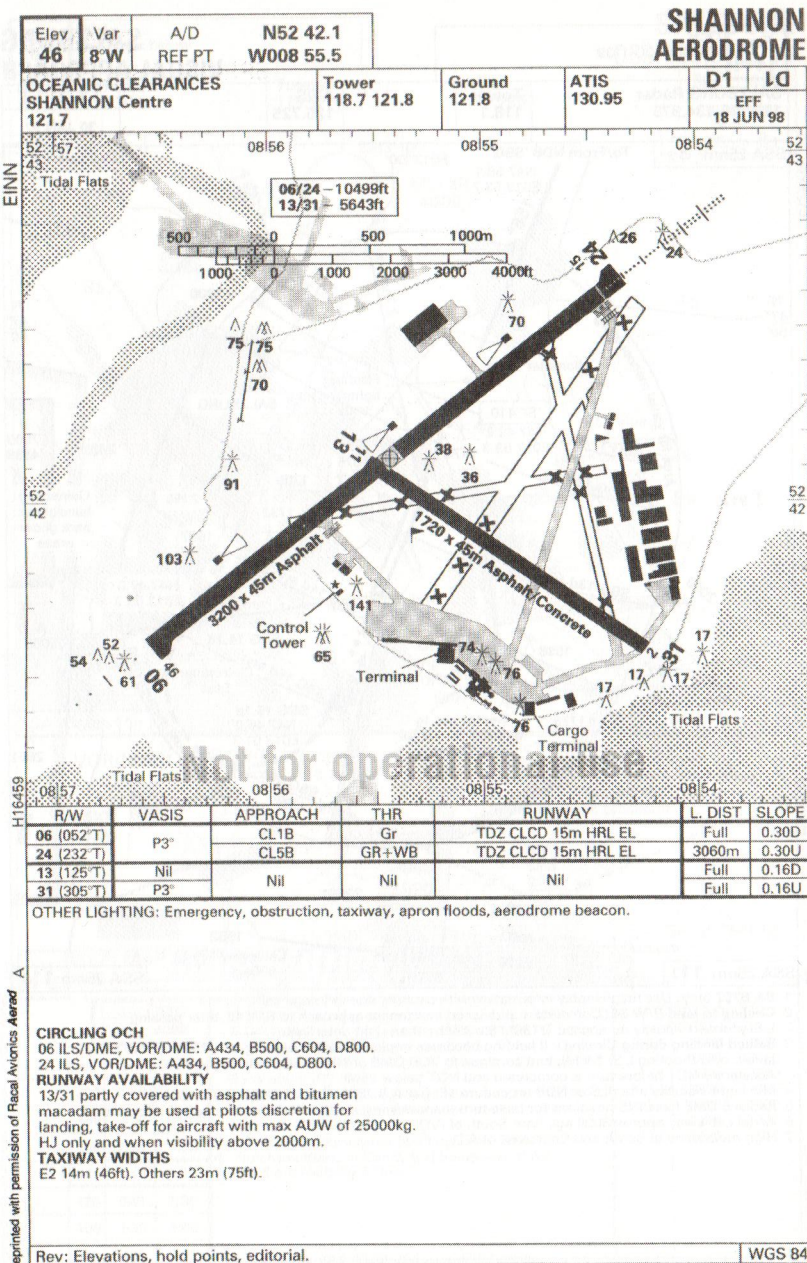
Stand	Lat	Long
1,	N47 47.6	E012 59.9
2, 3, 22, 23	N47 47.5	E012 59.9
4	N47 47.5	E013 00.0
5, 6	N47 47.4	E013 00.0
7	N47 47.4	E013 00.2
8,	N47 47.4	E013 00.1
9, 10, 11, 12	N47 47.5	E013 00.1
13	N47 47.6	E013 00.0

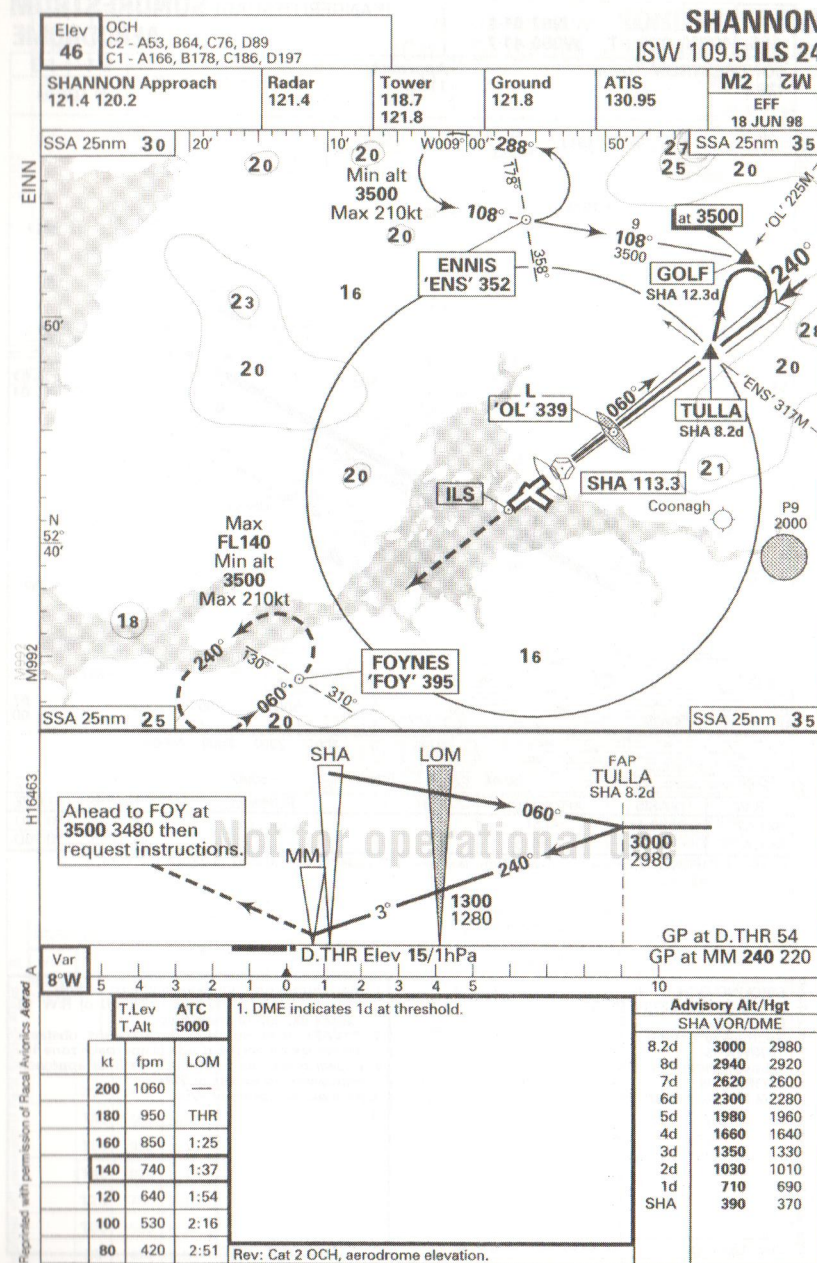
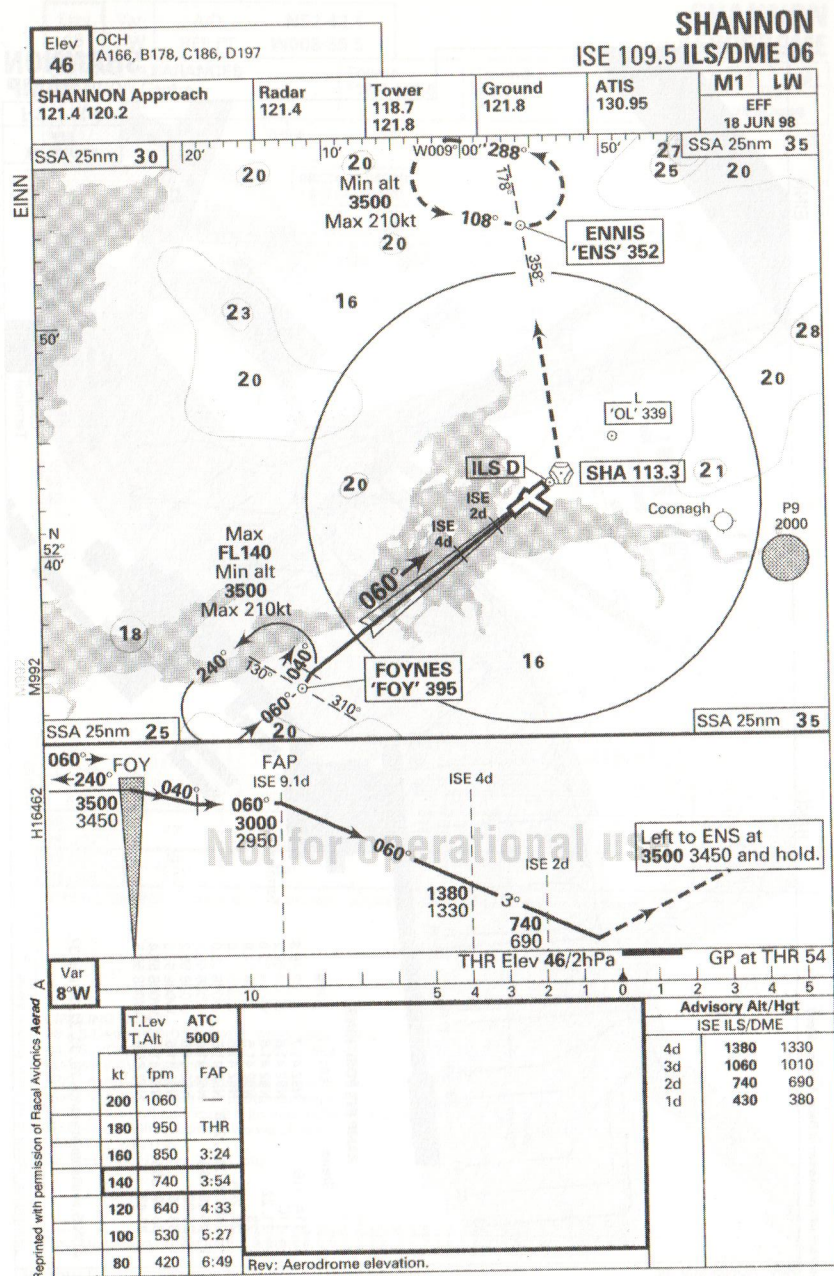
All stands are 'taxi - in, taxi - out' - push back is therefore not necessary.

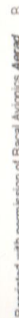
Aircraft on stands 2-13 taxi out to the RIGHT only. Aircraft on stand 1 taxi out to the LEFT only.

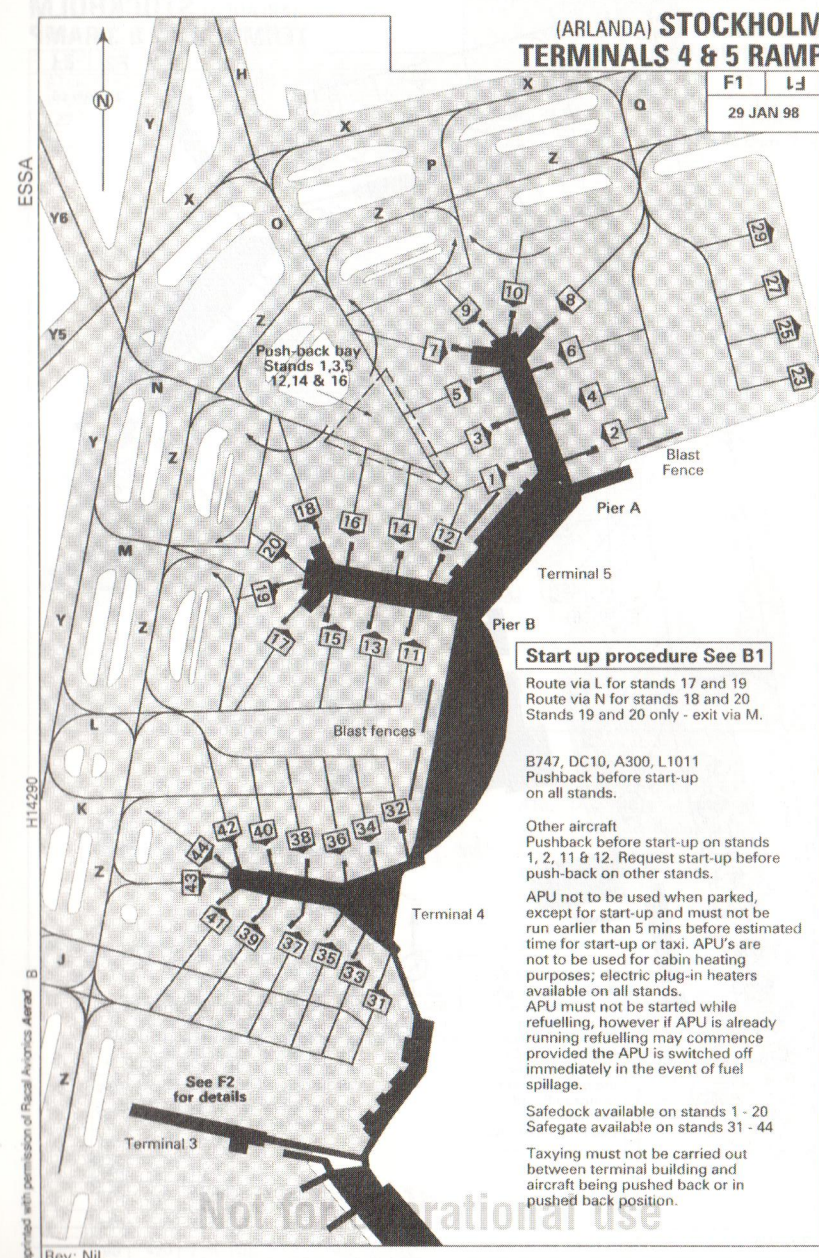
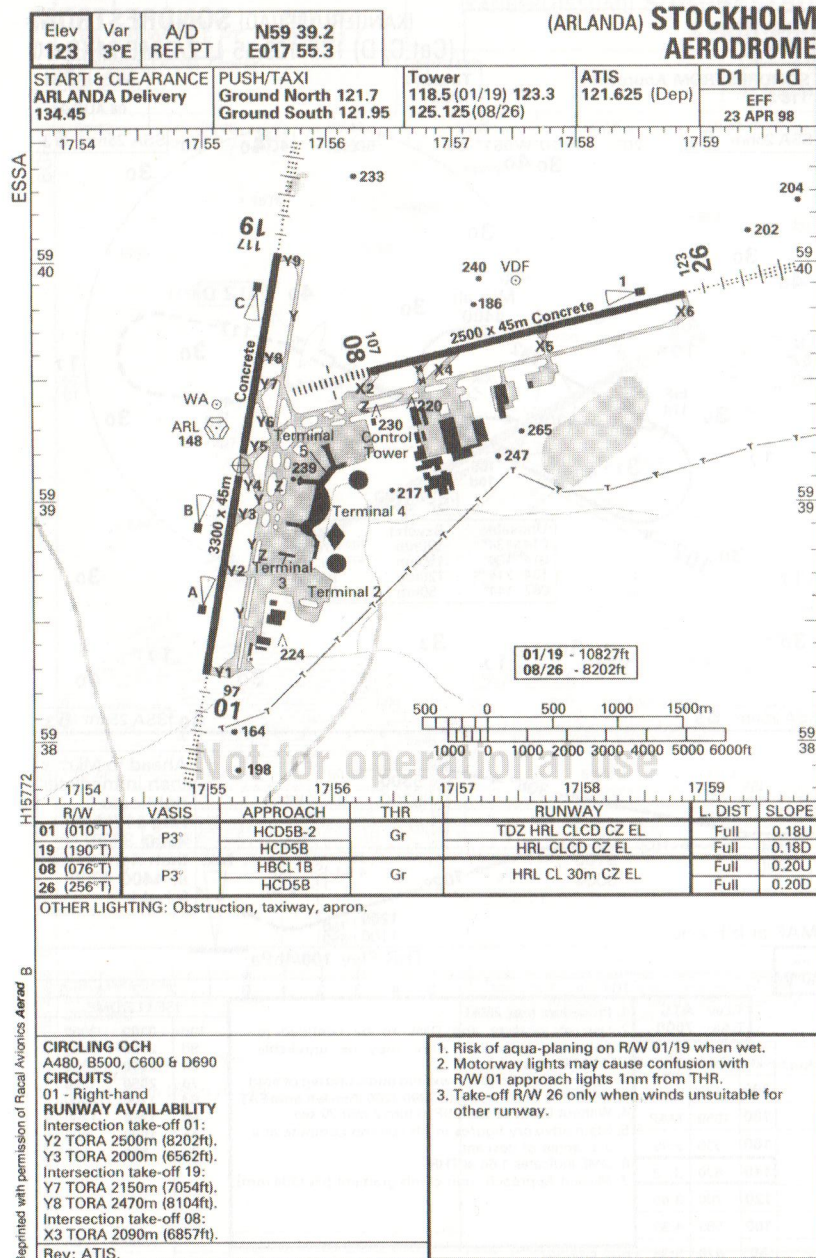
Rev: Taxiway S, exits 1 - 4 and ramp co-ords.

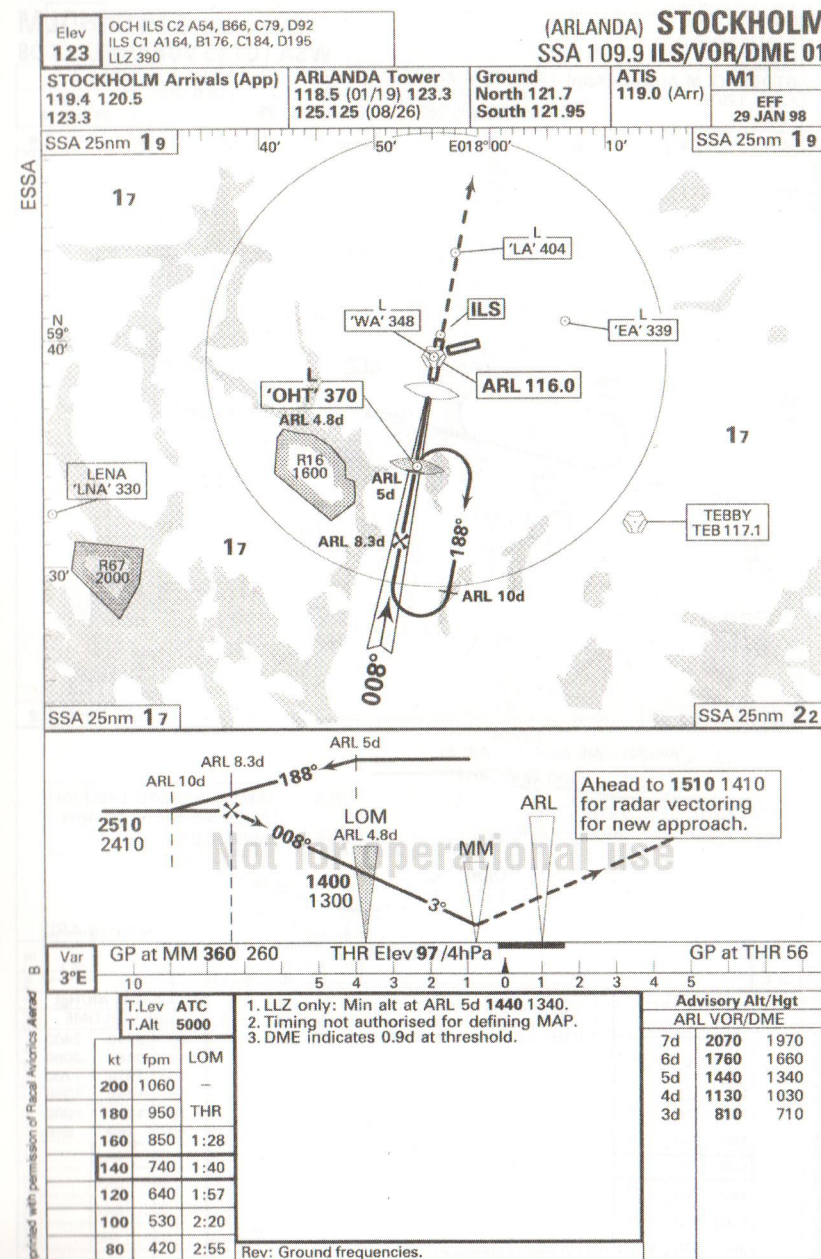
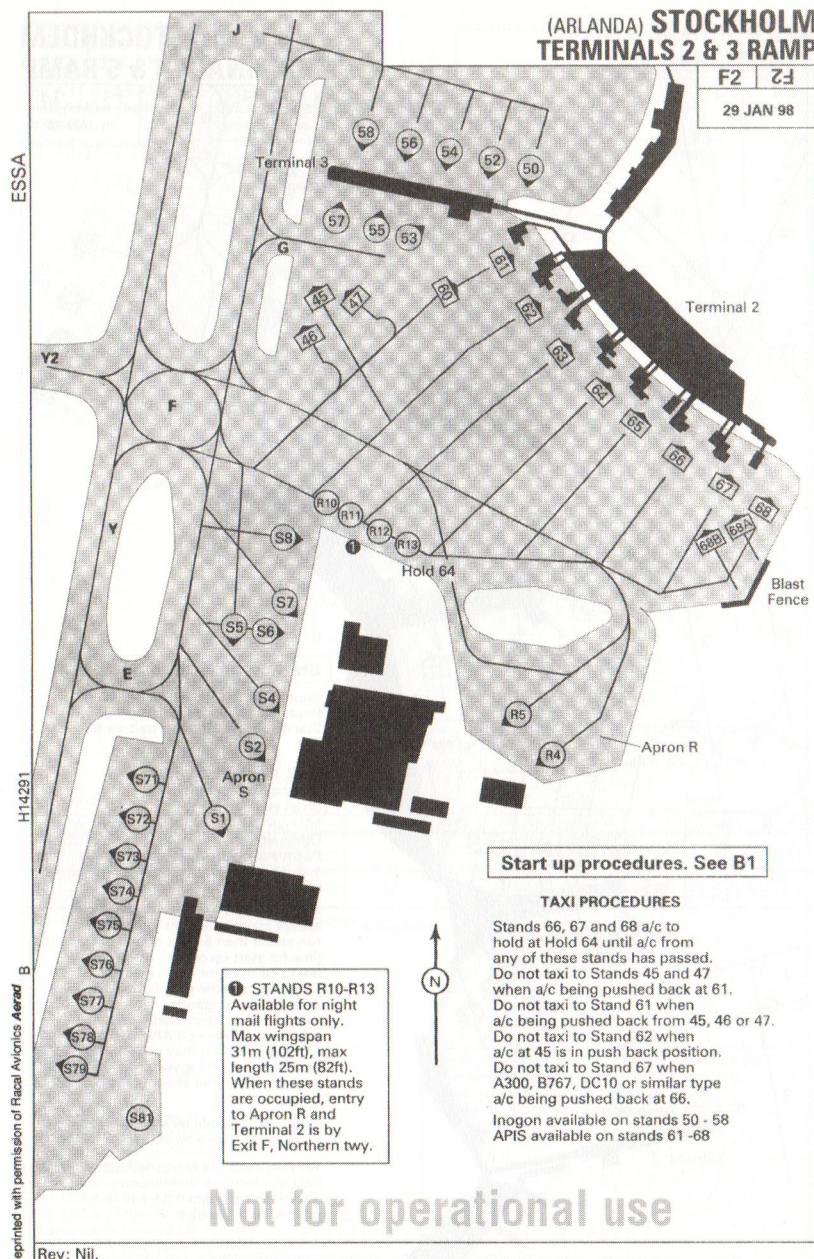


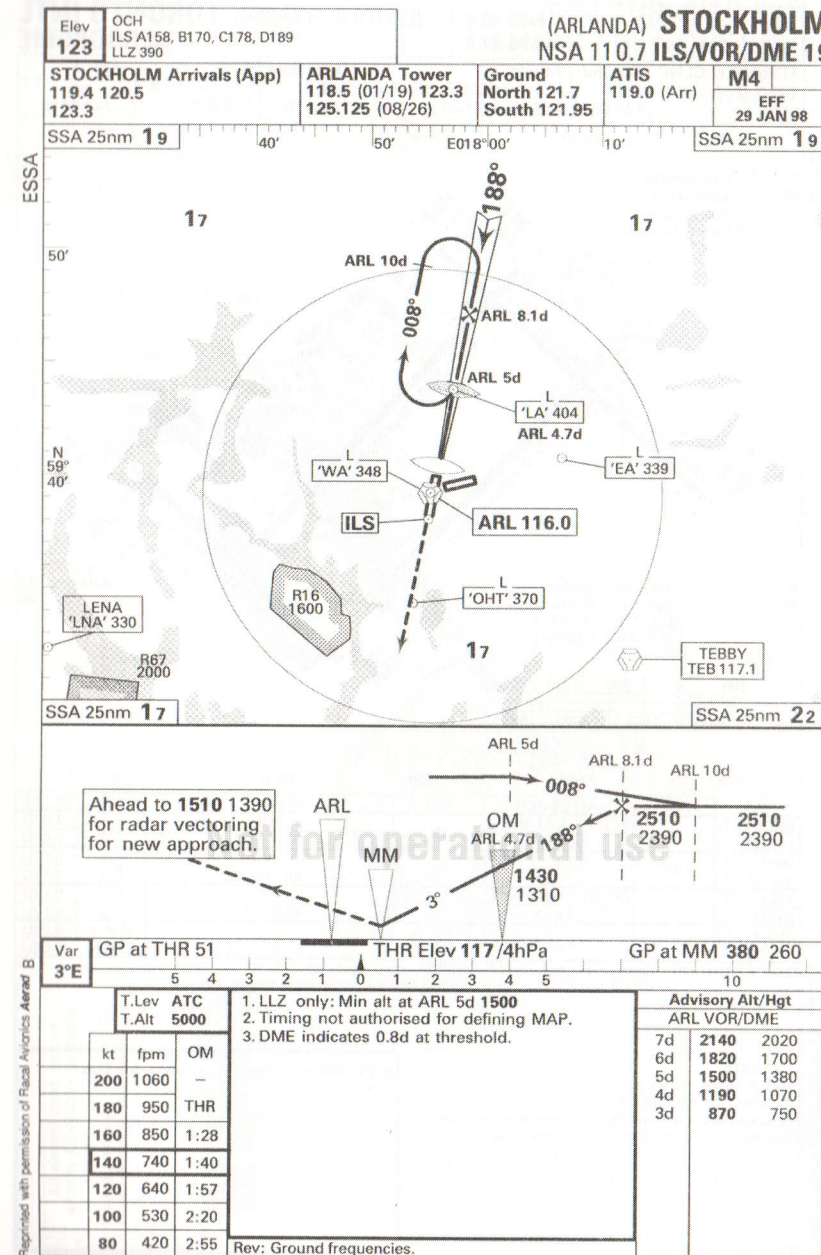
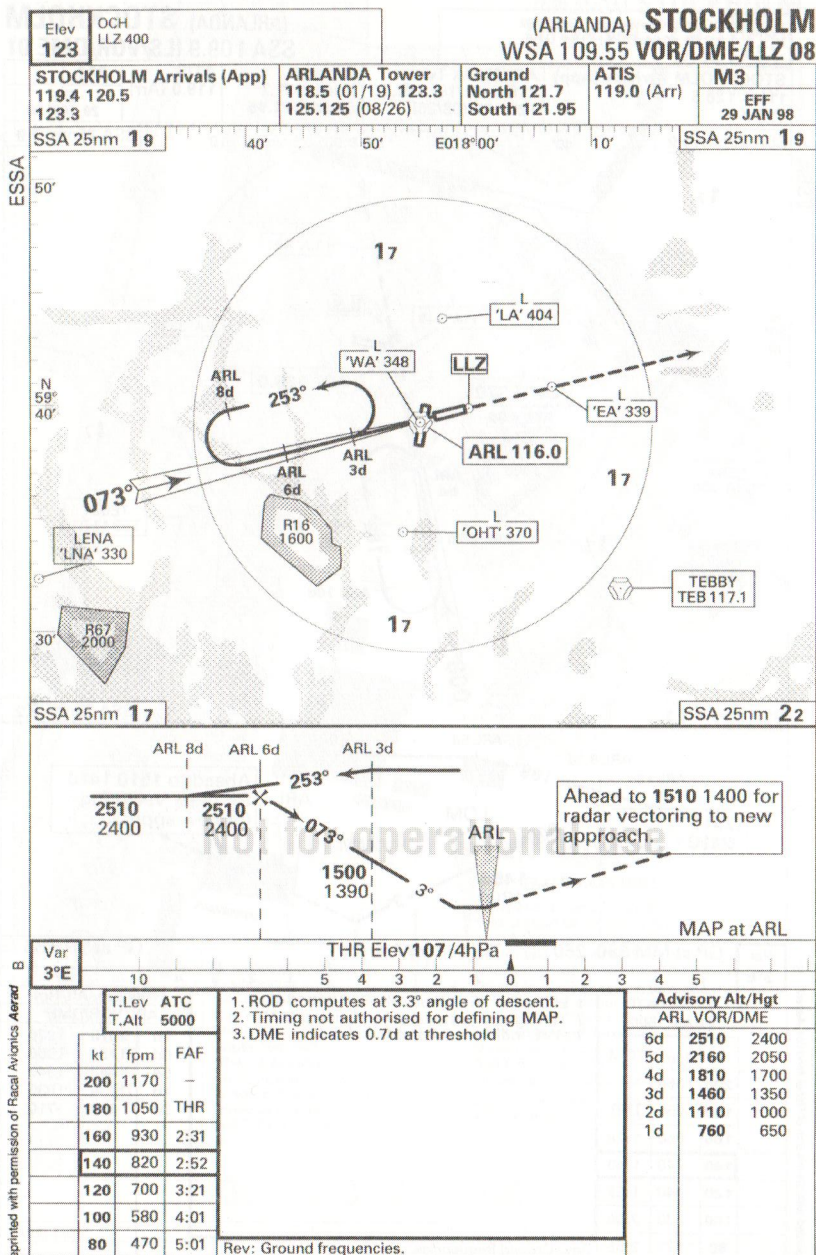


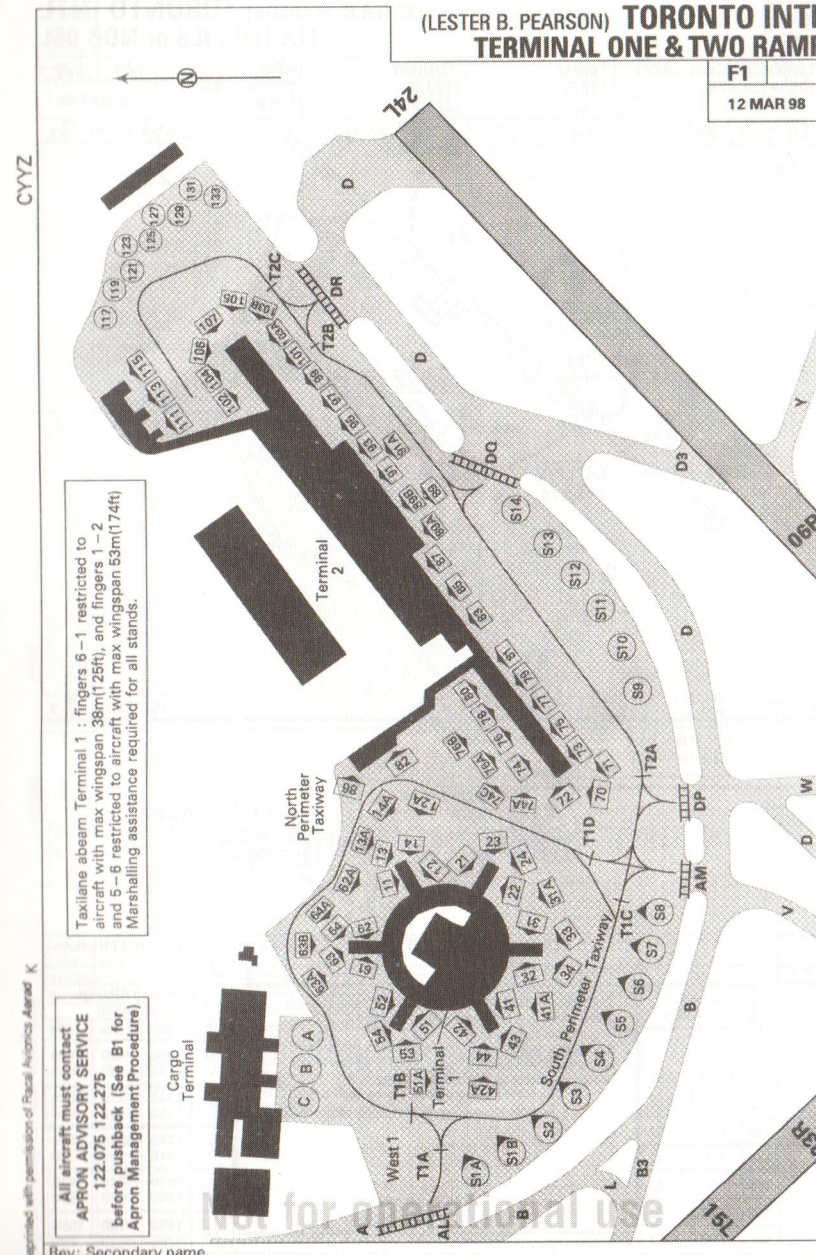
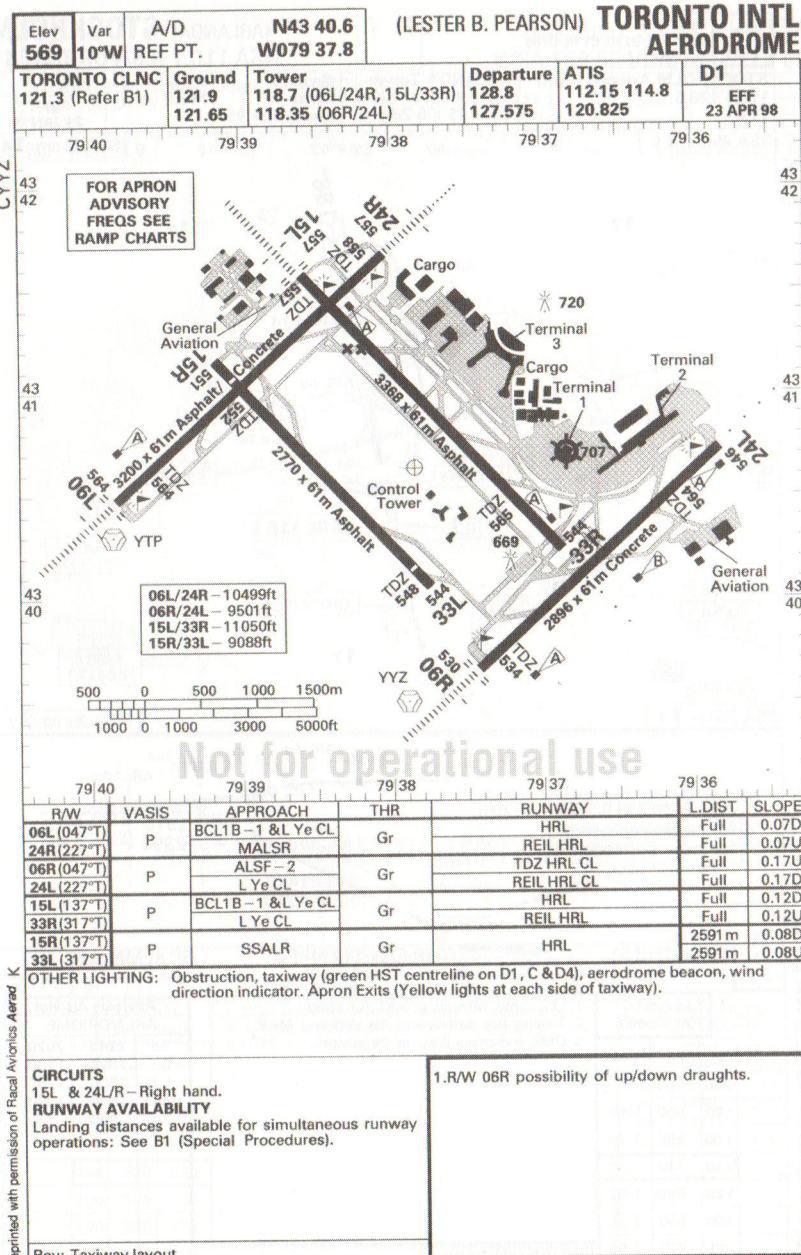




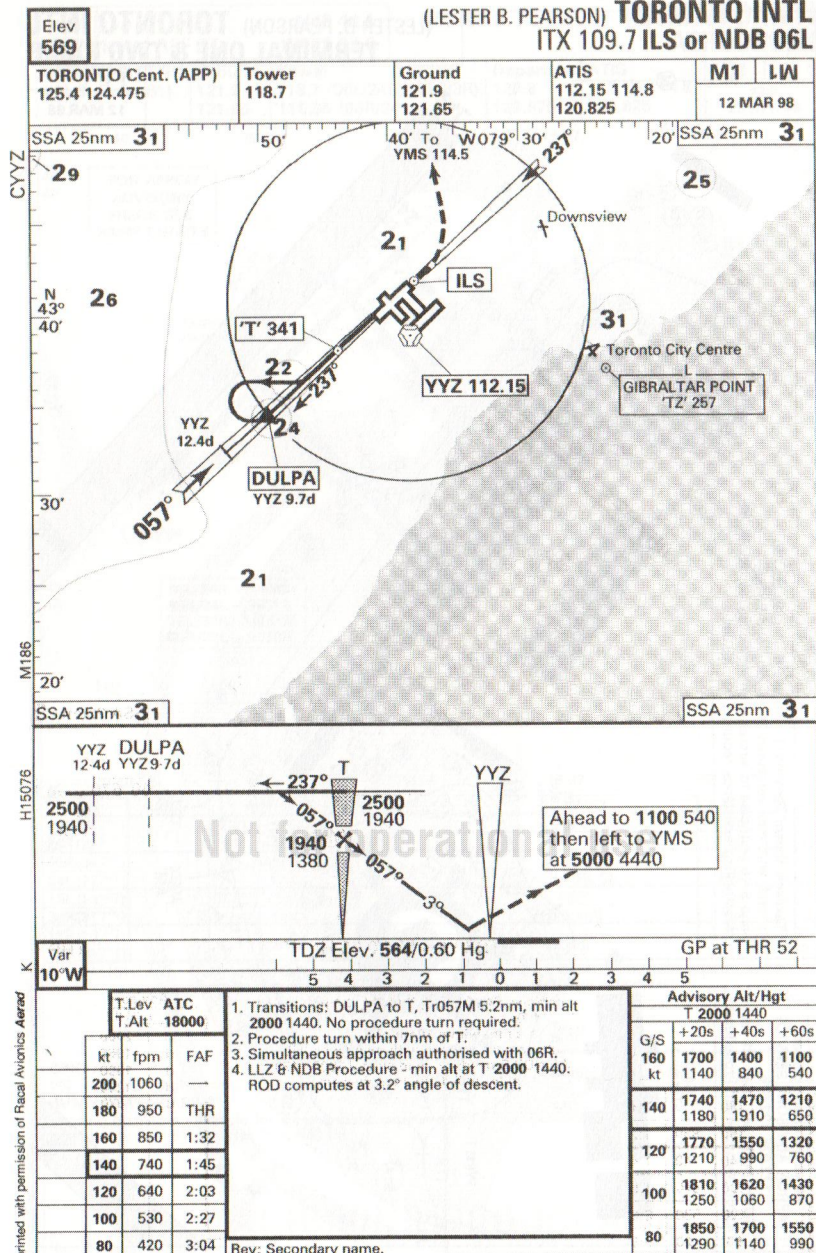




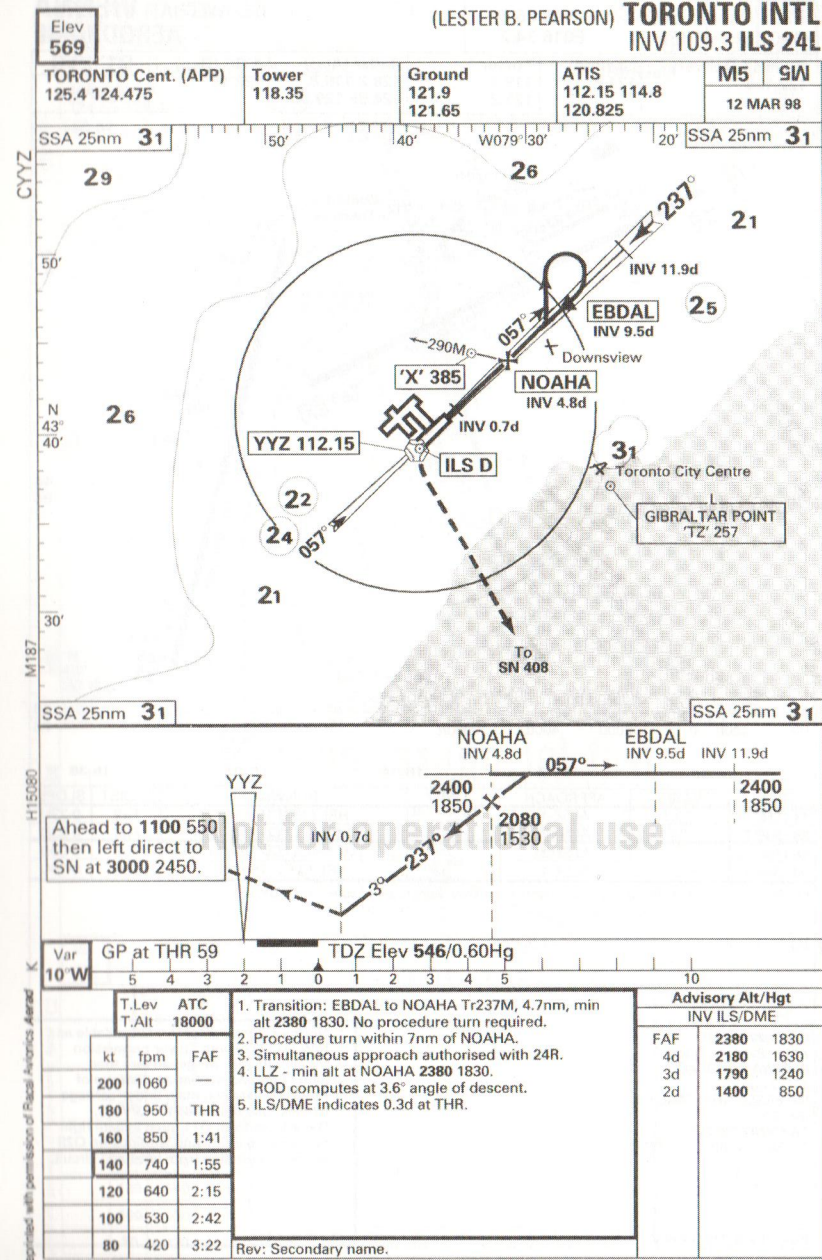


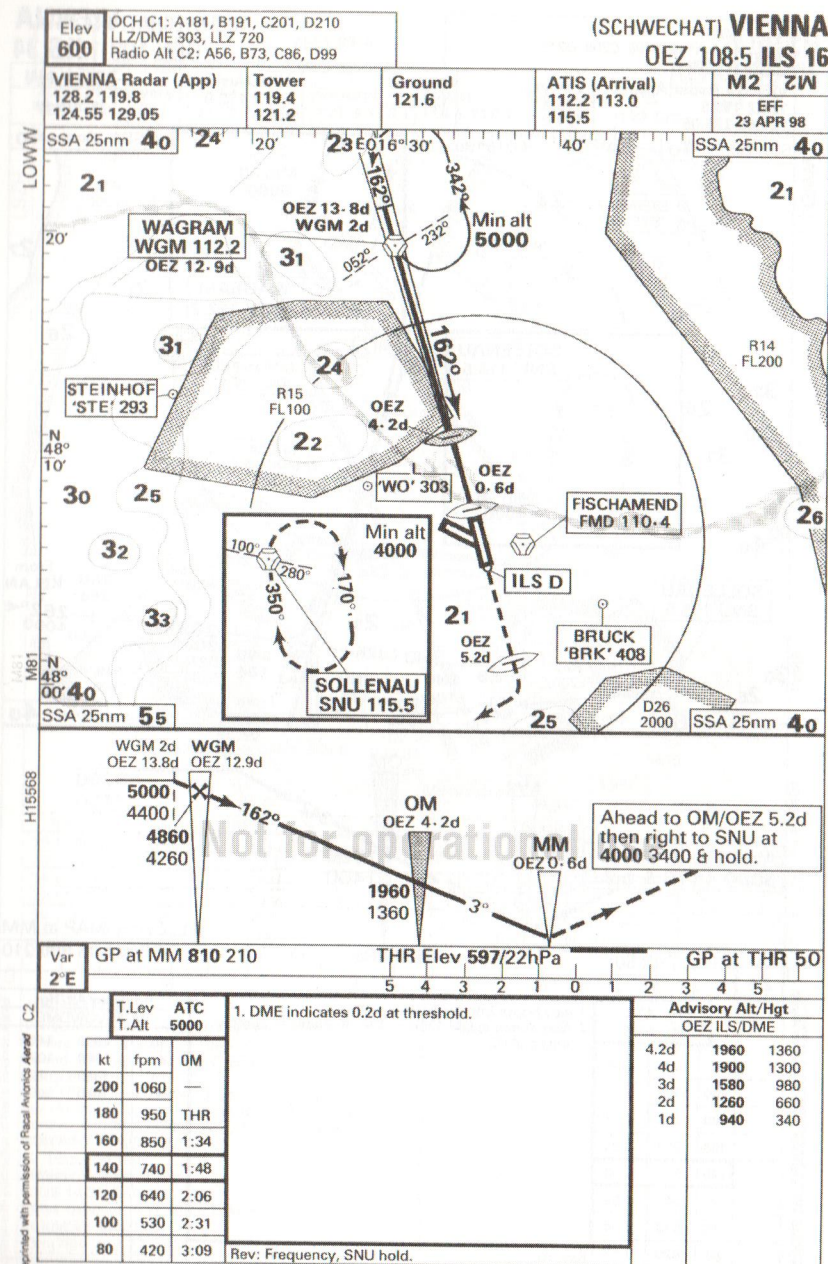
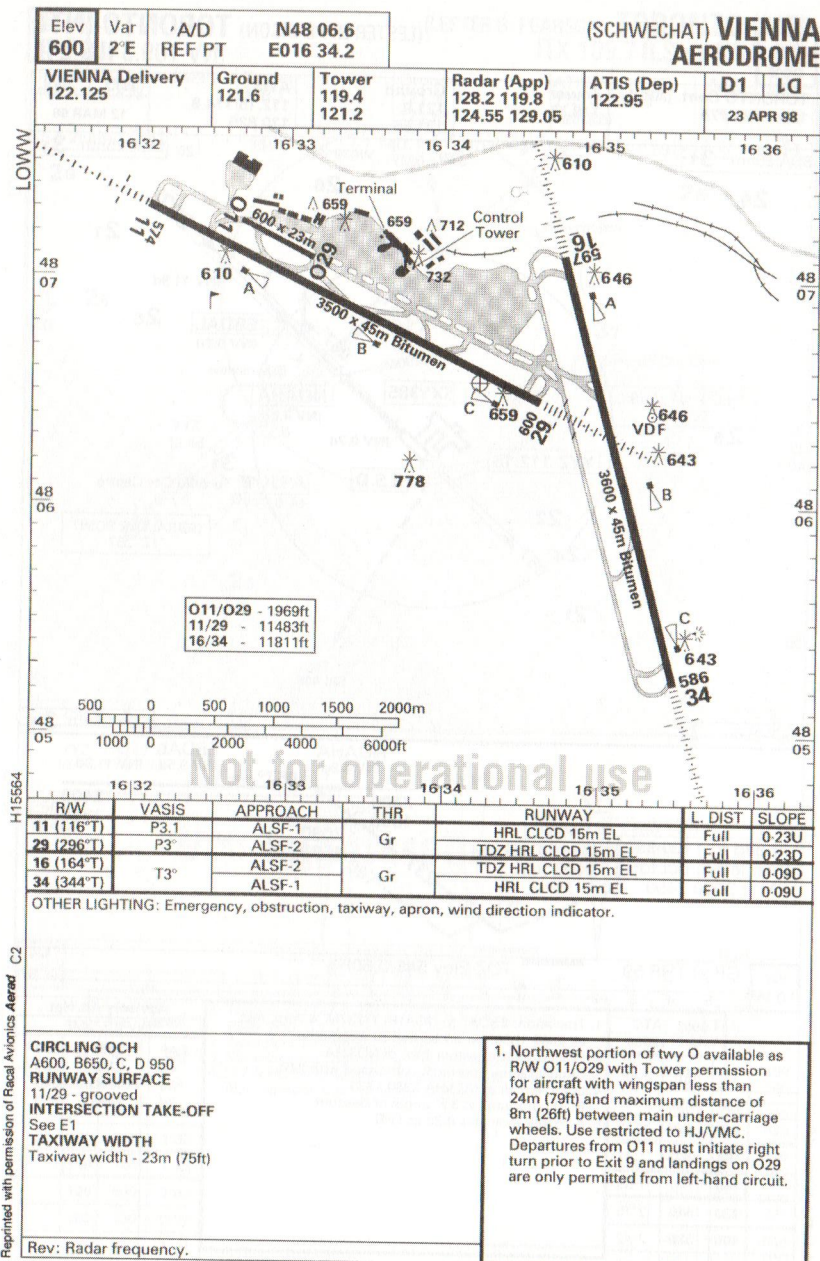


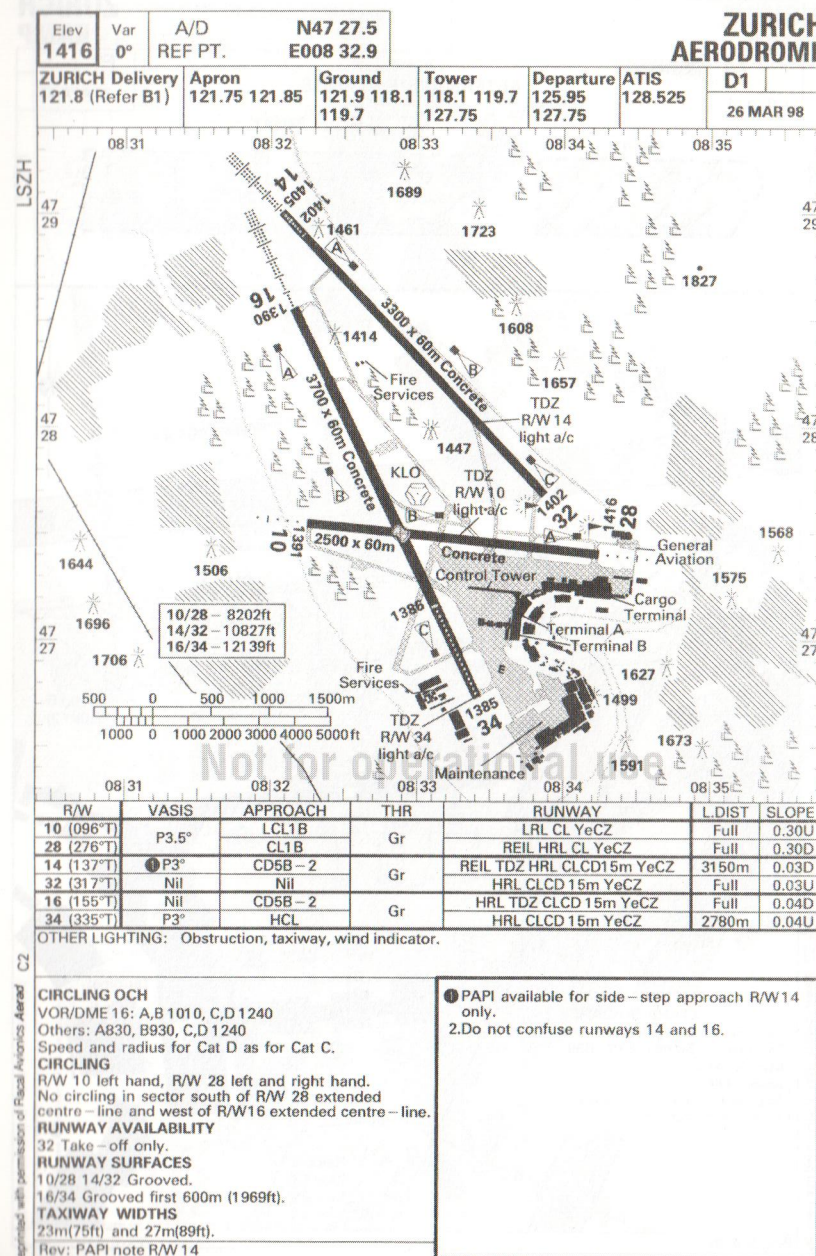
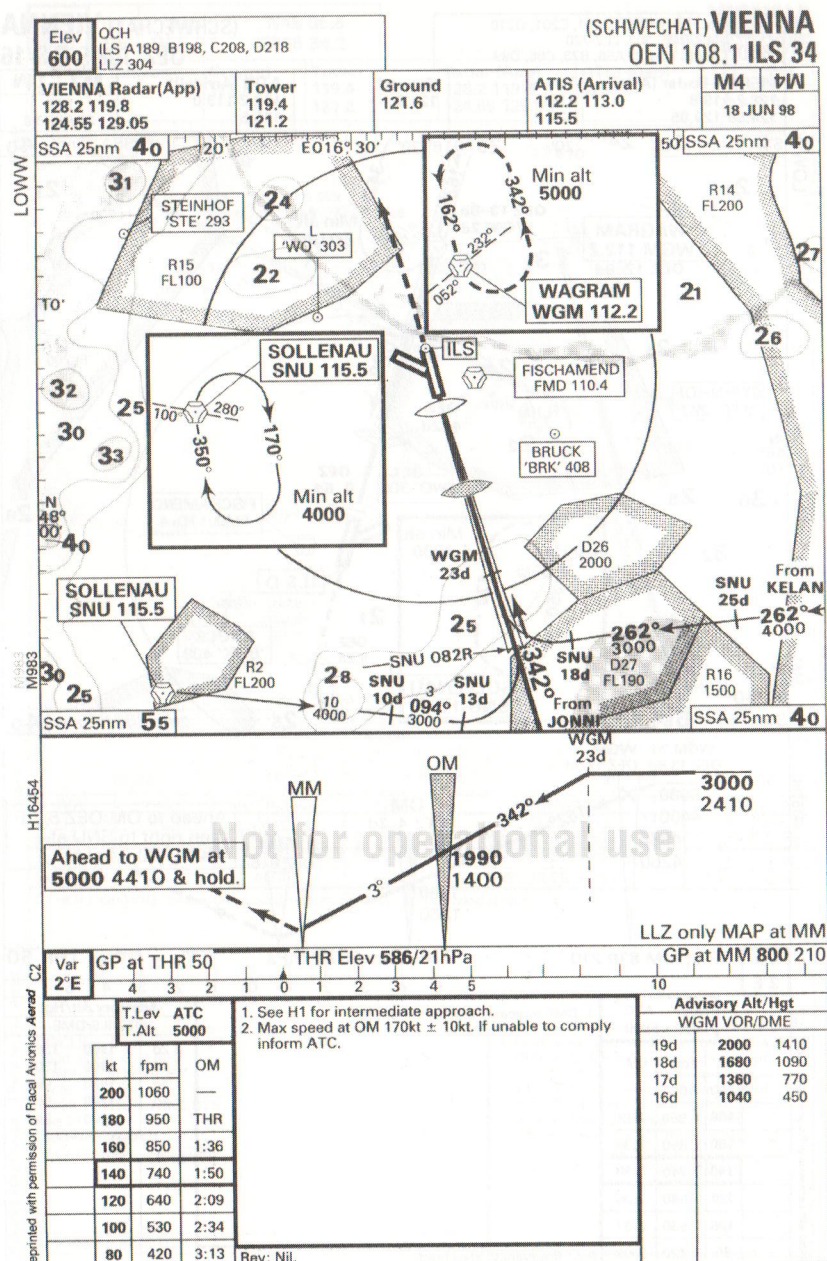
(LESTER B. PEARSON) TORONTO INTL ITX 109.7 ILS or NDB 06L

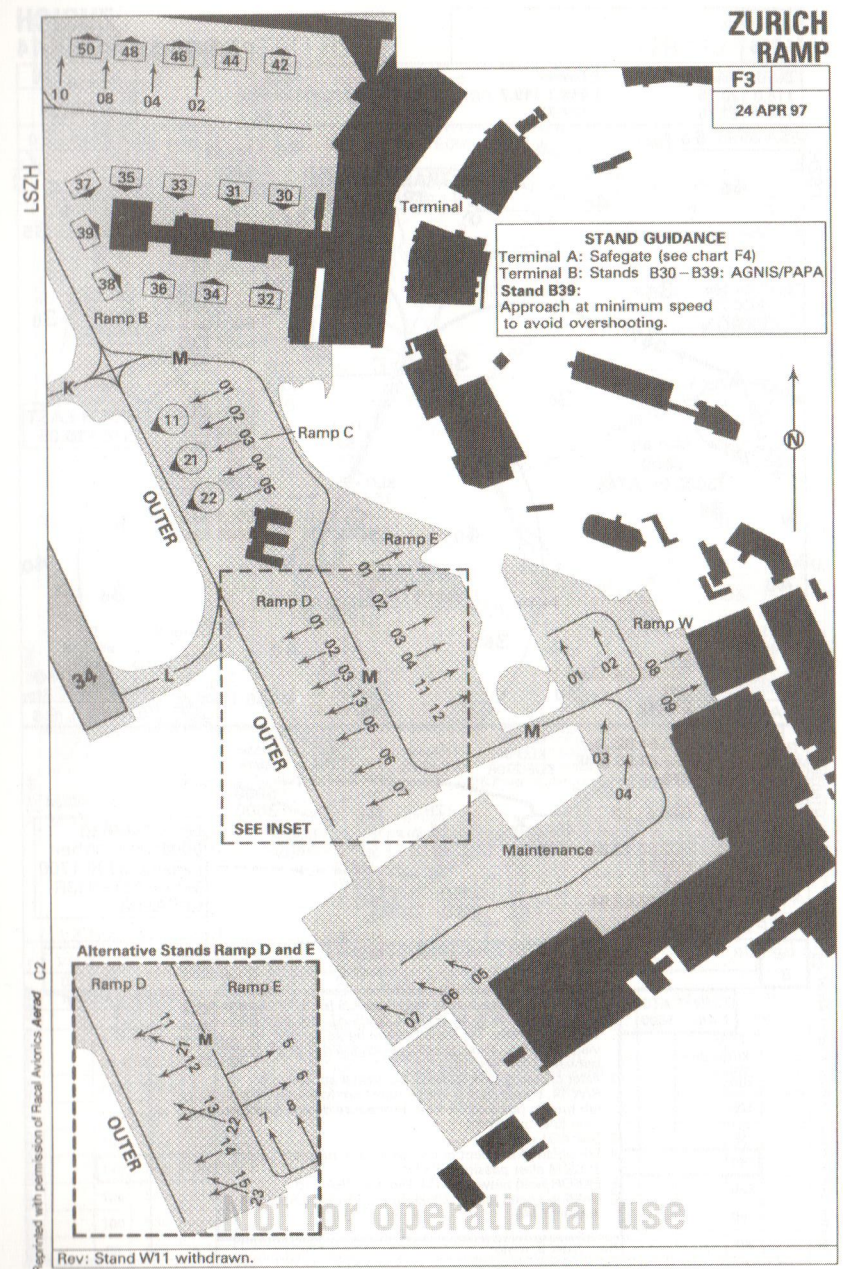
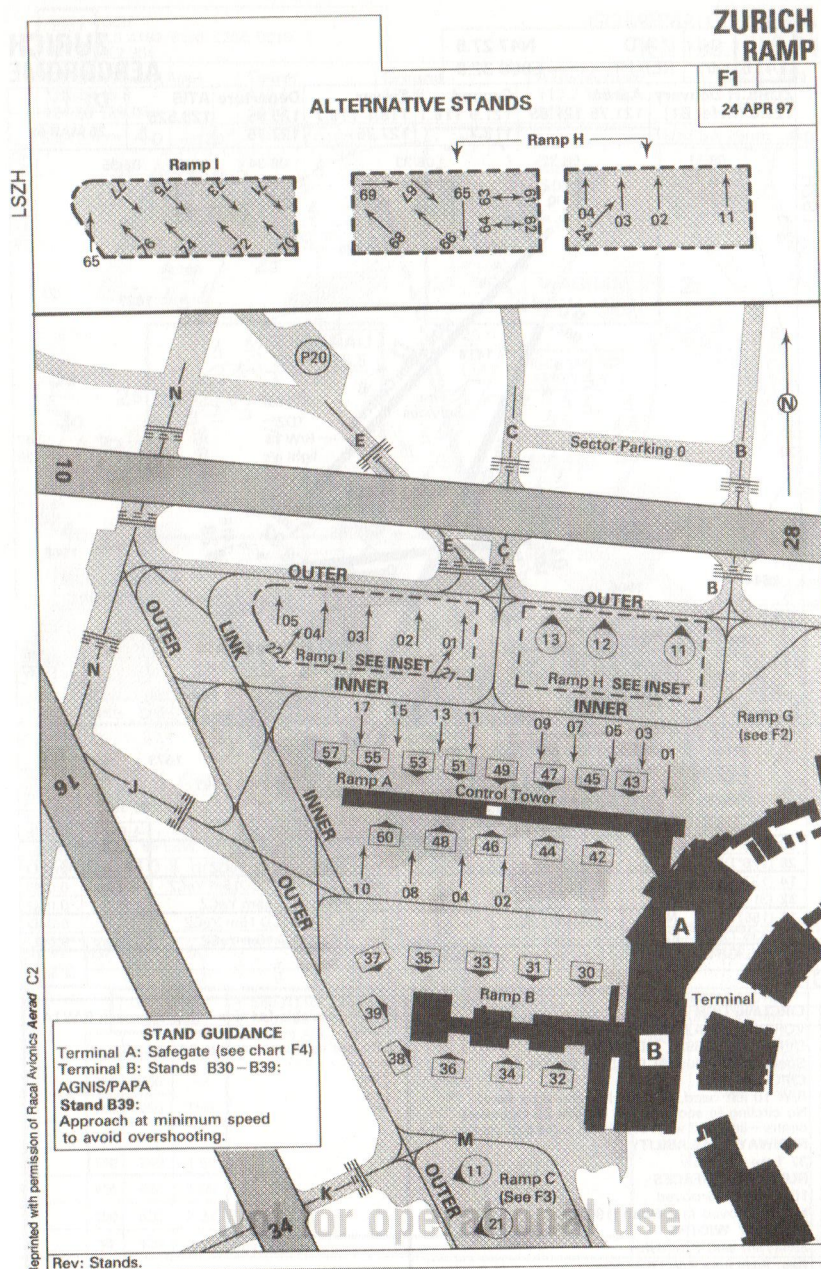


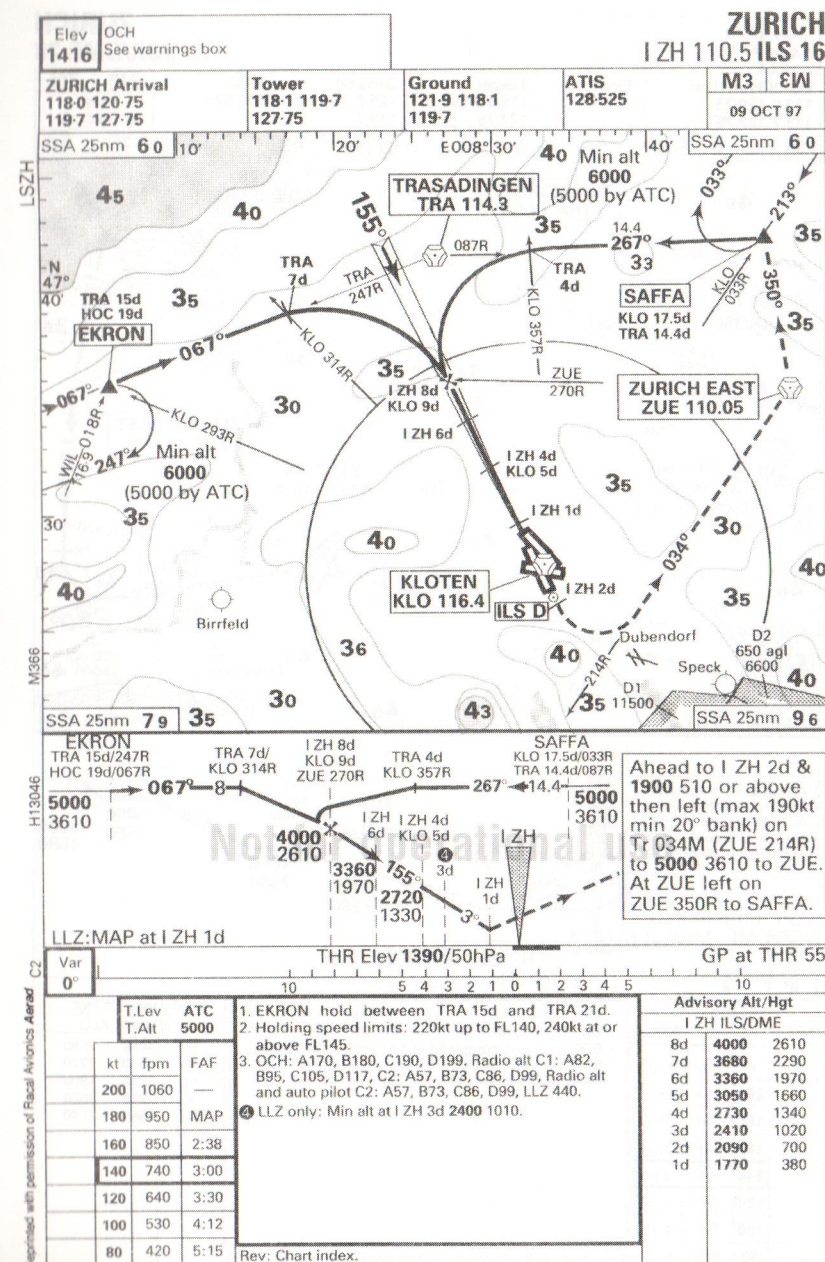
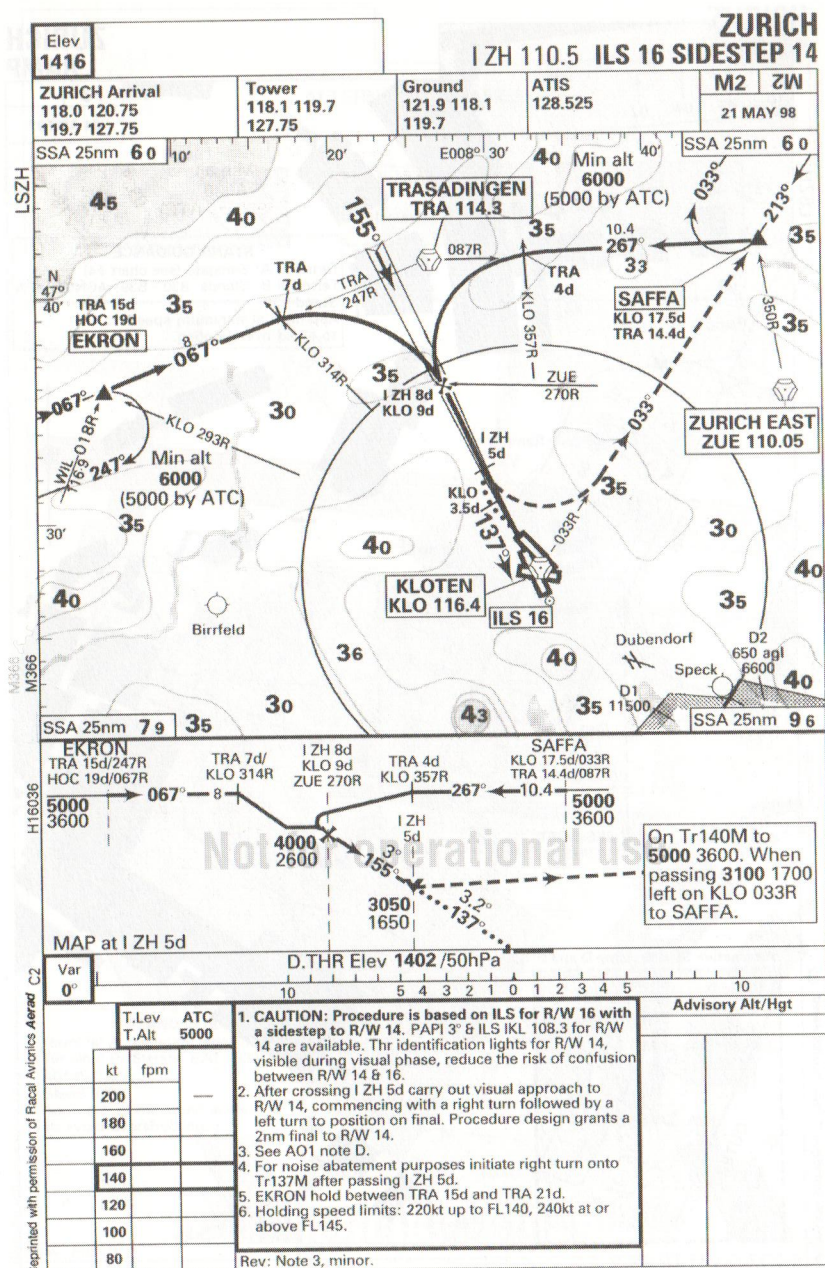
(LESTER B. PEARSON) TORONTO INTL INV 109.3 ILS 24L

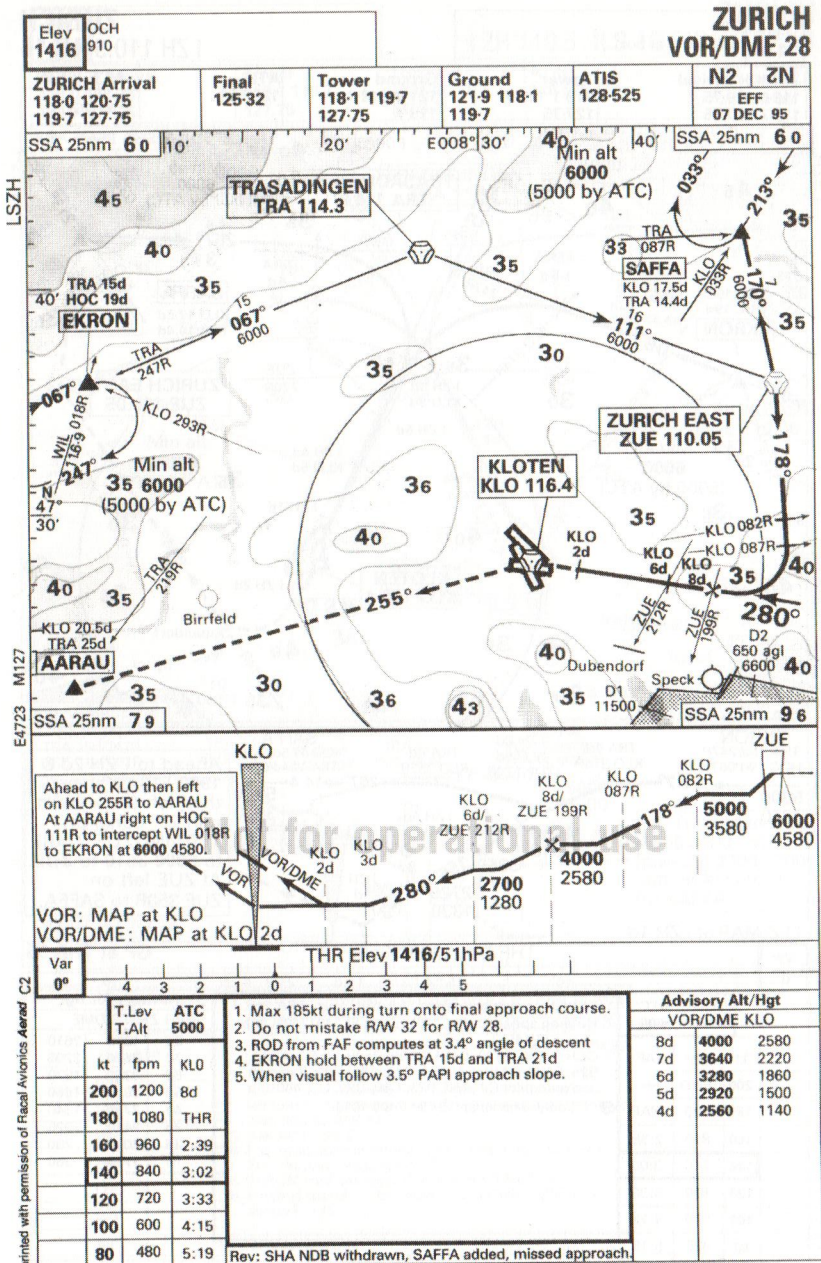












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